THE SEA-MANS DICTIONARY:

OR,

An Exposition and Demonstration of all the Parts and Things belonging to a

SHIP.

[illegible]

[illegible] and Phrases used in the Practique of

NAVIGATION

Composed by that Able and Experienced [illegible]

[illegible] HENRY MANWAYRING [illegible]

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A Preface:

Shewing the Scope and Use of this Book.

MY Purpose is not to instruct those, whose Experience and Observation, have made them as sufficient (or more) than my self: yet even they should lose nothing by remembring; for I have profited by mine own labour, in doing this;) But my intent, and the use of this Book, is, to instruct one, whose Quality, Attendance, Indisposition of body (or the like) cannot permit to gain the knowledge of Termes, Names, Words, the Parts, Qualities and manner of doing things with Ships, by long Experience: without which there hath not any one arrived (as yet) to the least judgement or knowledge of them: It being so, that very few Gentlemen (though they be called Sea-men) do fully and wholly understand what belongs to their Profession; having only some scrabling Termes and Names belonging to some parts of a Ship. But he who will teach another must understand things plainly, and distinctly himself, (that in stead of resolving another mans doubts, he do not puzell him with more confusion of Termes of Art) and so (to appear to know somewhat) will still expound Ignotum per ignotius. And for professed Sea-men, they either want ability, and dexterity to expresse themselves, or (as they all do generally) will, to instruct any Gentleman: If any will tell me why the vulgar sort of Sea-men hate Land-men so much, either he or I may give the reason, why they are so unwilling to instruct them in their Art: whence it is that so many Gentlemen go long Voyages, and return (in a manner) as ignorant, and as unable to do their Countrey Service, as when they went out. These Words, Termes, and Proper Names, which I set down in this Book, are belonging either to a Ship, to shew her parts, qualities, or some things necessary to the managing and sailing of her, or to the Art of Gunnerie (for so much

as concerns the use of Ordnance at Sea,) and those which are familiar, words, I set them down; if they have any use, or meaning about a Ship, other than the common sense: And in expounding them, I do shew what Use, Necessity, Commodity, discommodity, wherefore, and how things are done, which they import: And therewith the Proper Terms, and Phrases, with the different uses, in any kind appertaining to that word; which for better and easier finding out, and to avoid confusion, I have brought into an Alphabet.

The Use and Benefit whereof is so apparent for any who hath command at Sea, or for any who may be called to censure and judge of Sea-affairs, that I need use two reasons, to enforce it: Only thus much: This book shall make a man understand what other men say, and speak properly himself; which how convenient, comely, and necessary a thing it is, all men (of sense) do know. Should not man be Leashed (being a hunting or hawking) if he should cry Hey,-Ret, *to the Hownds, and* hooke again *to the Spaniels: Or were it not ridiculous for a man (speaking of the wars) to call a Trench a Ditch: Or (at Sea) the Star-boord, and Larboord, the right and the left-side of a Ship, and yet they do simply the same, and both dogs and men will understand them alike.*

To understand the Art of Navigation is far easier learned than to know the Practique of Mechanicall working of Ships, with the Proper Terms belonging to them: In respect that there are helps for the first by many books (which give easie and ordinary Rules for the obtaining to it,) but for the other, till this, there was not so much as a means thought of, to inform any one in it: if a man be a sufficient Sea-man with whom I converse, and yet know not how to instruct me, I grant he may be fit to save his Countrey, but not his friend: But I will speak it with as much confidence as truth, that in six months, he, who would but let me read this book over with him, and be content to look sometimes at a Model of a Ship, and see things how they are done, shall without any great study, but conversation, know more, be a better Sea-man, and speak more properly to any businesse of the Sea, than any other Gentleman, who shall go (two or three years together) to Sea, without this: for by the perusing of this Book, he shall not only know what to question, or doubt of, but likewise be resolved.

Henry Manwayring.

A Brief Abſtract, Expoſition and Demonſtration of all Parts and Things belonging to a Ship, and the Practique of Navigation.

A

Aft, or *Abaſt*.

AS a Sea-term properly uſed a boord a Ship, to diſtinguiſh betwixt things done, and placed from-wards the Stem, towards the Stern of the Ship, as when they ſay, come *aft*: go *aft*: or the like; that is, go towards the Stern: Hale the ſheate *aft*: The Maſt hangs *aft*: that is, towards the Stern: A ſhot raked the Ship fort and *aft*: that is, came in before, and went out a Stern.

Alſo, we uſe to ſay, *Abaſt* the fore-maſt: So that this word is not particularly limited to any part of the Ship; but from every part of the Ship hath relation to any thing done, or placed towards the Stern, in reſpect of any that are towards the Stem. As for example.

When we hoyce over yards, we ſay ſtretch forwards the main halliards, whoſe place is *abaſt* the main-maſt; and contrariwiſe, ſtretch *aft* the fore halliards, which are placed before the main maſt, but *abaſt* the fore-maſt: When Ships meet, or being in conſort, deſire to know how all the company doth, they uſe to demand how they do all fore and *aft*, the reaſon whereof is, for that the whole Ships company is divided; both in reſpect of the labour and command, into two parts, the Boat-ſwain and all the common Saylors under his command, to be before the main-maſt; The Captain, Maſter, Maſters-Mates, Gunners, Quarter-maſters, *&c.* to be abaſt the main-maſt.

Aloofe. Is a term uſed in conding the Ship, when ſhe goes upon a Tack, and is commonly ſpoken from the mouth of the Condoy, unto the Steereſ-man, when he ſuffers the Ship to fall-off from the wind, and doth not keep her ſo neer, by a wind as ſhe may well lye.

Amayne. Is a term uſed by men of Warre, and not by Merchant-men: When they encounter a Ship, for that implies as much to the other as to bid him yeild. *Amayne* is uſed in this ſenſe alſo, when any thing is to be let down by a Tackle into the howlde or elſewhere, or that a yard is to be lowed, or the like, then when they would have it come-down as faſt as they can: they call *a mayne*, which is to let go that part of the rope which they held before, to let it down eaſily and by degrees: This word alſo is an adjunct to the greateſt and chiefeſt of ſome parts of the Ship, *viz.* The main-Maſt, the main-Sayle, the main-Beam, *&c.*

In men of Warre, we uſe waving *a mayne*, which is either with a bright Sword, or any other thing, to make a ſign to them that they ſhould ſtrike their top-ſayles: (which commonly they do, either in the fore-top, or on the Poope) to ſtrike *A-mayne*, is to let fall their top-ſayles.

Anchor. The form and general uſe of an *Anchor* is commonly known: but the ſeveral parts, proportions, diſtinctions and appellations, underſtood by very few, but practiſed and experienced Sea-men: The *Anchor* doth conſiſt of theſe ſeveral parts: The Ring, the Eye, the Head, the Nutt, the Beam or Arm, the Shanck, the Flooke, to which belongs a ſtock by which it is made to take hold.

The proportion which it holds in it ſelf is, The ſhanck is th ice as long as one of the flookes, and half the beam. The proportion in reſpect of Shipping is, To a Ship of 500 tun, we allow 2000 weight for a ſheat *Anchor*, The biggeſt Ship in *England's* Anchor, is but 3500; The diſtinctions are made by their uſe, according to the proportion they bear in the Ship in which they are imployed; for that, which in one Ship would be called but a *Kedger*, or *Kedge Anchor*, in a leſſer, would be a ſheat *Anchor*.

The ſorts of *Anchors*, which by occaſion of their ſeveral uſes receive different names and appellations, are firſt a *Kedge*, which is the ſmalleſt, which by reaſon of their lightneſs, is firſt to ſtop the Ship in kedging down a River. The next a Stream *Anchor*, which we uſe in deep waters to ſtop a Tide withall in fair weather. The other they call by the name of the firſt, ſecond or third *Anchor*, (all theſe being ſuch as the ſhip may ride-by in any reaſonable weather, Sea-gate or tyde. Theſe are ſomething bigger one than an other: And uſually when they ſayle in any

ſtraights

ſtraights or are near a Port, they carry two of theſe at the Bowe. In which reſpect, they are alſo called by the name of the firſt, ſecond or third Bowes.) The other which is the biggeſt, and that which the Sea-men call their laſt hope, and is never uſed but in great extremity, is called the *Sheat Anchor*, this is the true *Anchora Spei*, for this is their laſt refuge. The *Anchor* is a Peek, that is, when heaving up the *Anchor*, the Cabell is right perpendicular betwixt the Hawes and the *Anchor*. The *Anchor* is a Cock-bell, which is, when the *Anchor* hangs right up and down by the Ships ſide: and this appointed by the Maſters, when they are ready to bring the Ship to an *Anchor*. Let fall the *Anchor*, that is, let it go down into the Sea. The *Anchor* is fowle, that is, when the Cabell by the turning of the Ship is got about the flooke, which will not only cut the Cabell a-ſunder, but make the *Anchor* not to hold: And therefore when ever we come to an *Anchor*, where there is tyde, we lay-out two *Anchors*, ſo as that, upon the turning of the tyde, the Ship wind up cleer of either *Anchor*, cleer the *Anchor*, that is, get the Cabell off the flooke; or generally, when they let fall the *Anchor*, they uſe this term, to ſee that the Buoy-Rope, nor in other ropes do hang about it, fetch or bring home the *Anchor*, that is, to weigh it in the Boat, and bring it a-boord the Ship. The *Anchor* comes home, that is, when the Ship drives away with the tyde or ſea; This may happen, either becauſe the *Anchor* is too ſmall for the burthen of the Ship, or for that the ground may be ſoft and ozie; In ſuch places, we uſe to ſhooe the *Anchor*, that is, to put boords to the flooke in the form of the flooke, and make it much broader than before: In *Porto Farcen* by *Tunis*, I ſaw the experience of Tallowing an *Anchor*, where the ground being ſo ſoft, we ſhod our *Anchors* and yet they all came home, and the Ships drave a-ground, only, one ſhip, which had an *Anchor* tallowed, rod faſt, the reaſon I could never truly know, but ſuppoſe that it might be, becauſe that the tallow ſunck deeper into oze, and finds ſome harder ground at the bottom, then the other. Boat the *Anchor*, that is, put it into the Boat.

Anchoring, or *Anchorage*. Is when we let fall an *Anchor*, or more, into the Sea, with Cabells to them, ſo that the Ship may ride-faſt by them; we ſay, there is good Anchoring, where there is ſhowle water, for in deep waters, the Sea hath more force againſt the Ship and the *Anchors* are very long a weighing upon any occaſion: Ground that is not

too

too ſoft or ozie, in which the *Anchors* can have no faſt hold: nor too hard or knotty, ſo that it may cut the Cabells: The beſt ground to ride in, is a ſtiffe clay, or hard ſand: Alſo, where they may ride out of the way of the tyde: And laſtly, where they may ride Land-locked, ſo as that the ſea-gate, can have no power againſt them: To which may be added, that the Lee-ſhore on every ſide is ſo ſoft, that if a ſhip come a-ground, ſhe can catch no hurt, or elſe that they may have ſea-room to ſet ſail, if their Cabells break, or their *Anchors* come home. That place which hath all theſe commodities, is good to ride in, and here we ſay is good Anchoring, or good Anchorage; bad Anchoring, or bad Anchorage, is in a place where all or many of the contrary conditions are to be found.

Anchor ſtock. This is a peece of Timber fitly wrought and faſtned at the Nutts, croſſing the flookes; The uſe thereof is ſo to guide the *Anchor* upon the ground, that one of the flookes may be ſure to faſten in the ground, without which, the *Anchor* would lye flat upon both the flookes, and take no hold: The proportion whereof is uſually taken from the length of the ſhanck.

Arme. This is not uſed as a word of Allarum, at Sea, as it is on Land; for at Sea, we uſe to ſay, make ready the Ship; which implies the fitting of all things belonging to a fight. A Ship that is full of Munition, ſmall and great, and her fights and Ordnance well diſpoſed and placed, is called a Ship well armed: To arm a ſhot, is to bind ſome Ockham, Rope, Yarne or old clouts, *&c.* about one end, as in Croſſe-bar ſhot, it is moſt commonly uſed, that that end which goes firſt out of the peece, ſhould not catch hold in any flaws of the peece, whereby it be in danger to break it. The ſame we uſe to any kind of broken Iron, of two or three foot long, which we uſe when we come Boord and Boord in fight, out of our great Ordnance, we alſo uſe to Arme ſome ſmall ſhot for Muskets, like our croſs-bar.

An Awning. Is a ſail or any other thing made of Canvas or the like, which is ſpread over any part, or all of the Ship, above the Deck, to keep away the Sun, that thereby in hot Countreys, men may take the ayre, and yet not be ſo ſubject to the beams of the Sun; in all hot voyages, this is of infinite uſe, both to keep men from the Sun by day, and the dews by night, which in ſome places are wonderful infectious.

Axeltree. The *Axeltree*, is the ſame in a carriage as in a Coach or Cart, and doth ſupport the cheeks of the carriage whereon the peece doth lye. As alſo, we call the Iron, which goes through the wheele of the chain pump, and bears the weight of it, The *Axeltree* of the Pump.

B.

To B*Ale.* Is to lade water out of the Ships hould, with Buckets, Cans or the like; This, becauſe it is more labour, and tires men ſooner, and doth not deliver ſo much as all the Pumps will, we never uſe, but in great extremities, when either a leake doth over-grow the delivering of the Pumps, or elſe that the Pumps do fail us: which happens many times in extraordinary pumping, that the pumps with overmuch wearing, draw wind, or chance to be ſtoaked; or elſe the pump boxes, Irons or the like do fail us.

Ballaſt. Is that Gravell, Stones, Lead or any other goods, which is layd next the keelſon of the Ship to keep her ſtiff in the ſea; of *Ballaſt*, that is beſt which is heavieſt, lyes cloſeſt and faſteſt, and dryeſt, both for the ſhip bearing a ſail, ſtowing of goods, health of the company, and ſaving of cask and other goods; whereof if a ſhip have too much, ſhe will draw too much water, if too little, ſhe will bear no ſail. To trench the *Ballaſt*, that is, to divide the *Ballaſt* in any part of the ſhips hould, which is commonly done, to find a Leak in the bottom of the ſhip, or to undock the ſhip. The *Ballaſt* ſhoots, that is, runs over from one ſide to the other, and therefore Corn and all kind of grain, is dangerous lading, for that will ſhoot, but only that they make Ponches (as they are called) that is Bulk heads of Boords, to keep it up faſt, that it do not run from one ſide to the other, as the ſhip doth heel upon a Tack.

Beake, or *Beake-head.* Is that part which is faſtned to the Stem of the Ship, and is ſupported with a knee, which is faſtned into the Stem, and this is called the Main-knee; to this is faſtned the Coller of the Main-ſtay. In the *Beake-head*, the fore-tackes are brought a-boord, and is the proper ſtand, where men do handle moſt part of the ſprit-ſayle, and ſprit-ſayle, Top-ſayle-rigging: And it is alſo placed for the faſhion, to grace the ſhip. The *Beake head* ſteeves, or ſtands ſteeving, that is, ſtands very much with the outwardmoſt end up, towards the bolt ſprit.

The *Beake-head* of the *Venetian Argozis*, and *Shoamish Galeoons*, do see very much: by which we know them afar off.

Beame. The *Beames* are those great crosse-timbers which keep the ship sides asunder, and do support the Daks, Orlops; according to whose strength a ship is much the better, or worse able to carry Ordnance: All strong and great ships, have a Tire of Beams in hold, that is, a row of Beams, whereon lyes a Deck. The mayne-*Beame*, is ever the next to the main-Mast, at which place we reckon the bredth of the ship: And from this we call the *Beame*, both fore-ward and aft-ward, by the name of the first, second and third, *&c.* beginning from this, which we call the mid-ship *Beame*.

To Beare. This word in some cases, is taken in the ordinary sense; as for cleering much, as when we say, a Ship will bear much Ordnance; that is, carry much by reason of her strength: Also the bearing, or stowing of much goods from whence, when we describe the greatness of the ship, we say, she is a ship of such a burthen; but it is used in many senses, different, according to the diversity of the phrases. To *beare* sail well, that is as much as to say, she is a stiffe guided ship, and will not couce down on a side, with a great deal of sail. A ship to *beare* out her Ordnance, that is meant, her Ordnance lye so high, and she will go so upright, that in reasonable fighting weather, she will be able to keep out her Low-Tire, and not be forced to shut in her ports: One ship over-*beares* the other, that is, was able in a great gale of wind, to carry out more sails than the other, *viz.* a Top-sail more or the like. To *beare* with the Land, or with a Harbour, or a Ship, is to sail towards it, when we bear too wind-ward of it: To *beare* under the Lee of a ship, is when that ship which is to weather comes under the other ships-stern, and so gives the wind to her; this is the greatest courtesie that a ship can give another at sea. The Peece will *beare* more shot, or not so much, that is, she is over-charged, or will endure a greater charge. The Peece doth come to *beare*: a term in the use of Ordnance: by which is meant, that now she lyes right with the mark.

Beare in. When a ship sails before, or with a large wind, into a Harbour, or Channel, or else sails large towards the Land, we say, she *beares-in* with the Channel, Harbour, or Land; but if she sail close by a wind, we use not that speech.

Beare off. When a ship would not come near a Land, or another ship,

ſhip, but goes more Roomer then her courſe doth lye, we ſay that ſhe *beares-off* from the Land. Alſo, when we tell how one head-Land *Iſeland* ſhip, or the like, doth lye from an other, that is, upon what point of the Compaſſe, we ſay, they *beare* right Eaſt, or Weſt, or otherwiſe, off one another: In hoyſing any thing into the ſhip, if it hath hold by any part of the ſhip, or Ordnance or the like, they ſay *beare* it *off* from the ſhip-ſide: So if they would have the breetch or mouth of a peece of Ordnance or the like, put from-ward one, they ſay, *beare-off*, or *beare-about* the breetch; So that generally, Sea-men uſe this word *beare-off* (in buſineſs belonging to ſhipping) in ſtead of the word *thruſt-off*, which to the like ſenſe, is moſt commonly uſed amongſt others.

Beare up. This is a word we uſe in conding the ſhip, whenas we would have her go larger or more before the wind then ſhe did: *Beare-up* round, that is, to put her right afore the wind, or to bring her by the Lee: The manner of doing it, is no more, but thruſting the helm up to wind-ward, as far as it will go towards the ſhips ſide.

Bedds. When the Decks lye too low from the Ports of that the Carriages of the peeces, with the Trucks cannot mount the Ordnance fittingly, but that they will lye too near the Port-Laſſe, or Gun-wale; then we make a falſe Deck, for ſo much as the Peece will require for her Traveſing, to raiſe it higher, this we call a *bed*: Alſo in the carriage of the Peece, that plank which lyes lower-moſt next the Carriage under the breetch of the Peece, whereon the Quoynes do lye, is called the *Bedd*.

To Belage. Is to make faſt any running Rope when it is hailed, as much as you would, as the Halliards, when you hoyce a-yard, or the ſheats or Tacks, *&c.* ſo that it cannot run forth again till it be looſed.

A Bend. Is the outwardmoſt tymber on the ſhips-ſide, and is alſo called a Wale: theſe are the chief ſtrength of the Ships-ſide, to which the Futtocks and knees of the Beams are Boleed, and they are called by the name of the firſt, ſecond, *&c.* beginning with that next the water.

To Bend, or *Bent.* } Is taken in the common ſenſe: as when the ſhanck of the Anchor is with over-much ſtrayning crooked, we ſay, It is *Bent*: But it is otherwiſe uſed, as when they ſay, Is the Cabell *bent*, that is, when it is ſeaſed and made-faſt to the Ring of the Anchor. Unbend the Cabell, that is, unbind it, which we do commonly when we do make account to be long at Sea, before we come into Harbour: To *bend* two Cabells or Ropes together, that is, to tye them to-

gether with a knot, and ſo to make their own ends faſt upon themſelves: This is not ſo ſure as ſpliſing two Ropes together, but it is ſooner done, and moſt commonly uſed when we mean to take them aſunder again, as when a Warp, or any Rope is too ſhort for the preſent uſe.

A Berth. Is a convenient diſtance and room to Moore a ſhip in: Alſo when they would go cleer of a Point, or a Rock, they ſay, take a good *berth*, that is, go a pretty diſtance off to ſea-Boord of it.

Berthing. They call the raiſing or bringing-up of Ship-ſides, the *Berthing* of her: as they ſay, a Clincher, hath her ſides *Berthed*-up, before any beam be put into her.

A Bight. By a *Bight*, is meant any part of a Rope, as it is taken compaſſing, as when we cannot, or mean not to take the end in hand, becauſe of a Cabell, or other ſmall Rope being Quoiled up; we ſay, give me the *Bight*, or hold by the *Bight*; that is, by one of the fakes, which lyes rolled up one over the other.

Bildge, or *Bulge.* The *Bildge* of the Ship, is the bredth of the flooce, whereon the ſhip doth reſt, when ſhe is a-ground. A ſhip is *Bilged*, that is, when ſhe ſtrikes on a Rock, or an Anchor, or the like, and breaks off her Timbers or planks there, and ſo ſprings a Leak.

Bildg water. Is the water by reaſon of the Ships bredth and depth, lyes in the *Bildge*, and cannot come to the well, and therefore the *Flemmiſh* ſhips have generally, broader and longer floares then our ſhips have, beſides the ordinary Pumps at the Main maſt, two *Bildge*-Pumps.

A Bittakle. Is a cloſe Cupbord placed in the Steeridge before the Whip, or Tiller, whereon the Compaſſe doth ſtand, which is not faſtned together with iron nails, but wooden pins, becauſe that iron would draw the Compaſſe, ſo that it would never ſtand true.

Theſe are to be ſo contrived, that they may carry candles or lamps in them, to give light to the Compaſſe, ſo as it may diſperſe no light, and yet to let any be-ſeen about the Ship.

A Bitter. Is no more, but a turn of the Cabell about the Bitts, which is uſed in this kind, when we come to Anchor in any great Tide, or current, or wind, eſpecially in deep water, after the Cabell is run-out a convenient way. We take a turn which is about the Bitts, that we may by little and little, veere it out at eaſe: for otherwiſe, if a ſtopper ſhould chance to fail, the Cabell would run all-out, or as the phraſe is, *End for End*; now this turn of the Cabell is called a Bitter, and when the

theShip is by this means ſtopped,we ſay the ſhip is brought up to aBitter.

A Bitter-end. Is that end of the Cabell, which is uſed to be within boord, ſtill at the Bitts, when the Ship rides at an Anchor, ſo that upon occaſion when they would have that end bent to the Anchor, they ſay, Bend to the Bitter-end.

The Bitts. Are the two main ſquare peeces of Timber which ſtand piller-wiſe,commonly placed abaft the Manger in the Loofe of the Ship: and for no other uſe, but to make faſt, or as it were, to Belage the Cabell unto,when we ride at an Anchor; The lower part of them,is faſtned,in hold to the Riders, but the middle part doth bear,for their better ſtrength, and are bolted, in great Ships, to two beams, which croſſe to the Bowes of the Ship, and therefore ſometimes, in extraordinary ſtorms, we are fain to make faſt the Cabell to the Main-maſt, for the better relieving the Bitts and ſafety of the Bowes, which have in great Road-ſteads been violently torn from the after-part of the Ship.

Blocks. Are theſe ſmall wooden things, having Sheevers in them, wherein all the running-Ropes do run. There are divers kinds of blocks: as ſingle Blocks, double-blocks; Blocks with 3, 4, or 5, ſheevers in them,and they are called by the names of Ropes whereunto they ſerve. As the ſheat-Block, the tack-Block, the fiſh-Block, *&c.* Note that double-Blocks, do purchaſe more than ſingle-blocks, and therefore in all places where we have occaſion to uſe ſtrength with few hands, we have double-Blocks (as to the Tacks of our Ordnance:) But you muſt note alſo, that though double-blocks purchaſe with more eaſe, yet ſingle-blocks do purchaſe faſter: When we hale upon any Tackle, Halliards or the like, to which two Blocks do belong, when they meet and touch, we can hail no more, and this we call Block and Block.

Blowe. Every man knows when the wind blows: but there are ſome ſpeeches uſed at Sea, which are not generally underſtood, as the wind blows-home, or blows through; That is, when the wind doth not ceaſe,or grow leſs,till it comes paſt that place: Alſo,blow through, is ſometimes uſed, when they think the wind will be ſo great, that it will blow aſunder the ſayles: In ſome places, (as I have ſeen at *Santa Cray* in *Barbarie*,) the wind being right-off the Sea, and a freſh gale, as much as we could bear our top-ſayles, when we came within leſs then a League of the Road, we had little or no wind at all and it is infallibly ever ſo. The natural cauſe whereof, I could never find out:

for it cannot be the height of the land, ſince all that Bay is low land, only the Cape which is not very high; and we know that at the Peeks of *Tenneriff* and *Fyall* (which are the higheſt Lands in all the world) it doth the contrary. Nor can it be the heat of the Land, which ſhould duller the wind, for this happens there in the winter alſo, and beſides we ſee the contrary in hotter Countreys, when a wind increaſes ſo much that they cannot bear any top-ſails, then they uſe to ſay, that they were blown into their courſes, (that is,) could only have out thoſe ſails. It blows hard, freſh, ſtiffe, high; all words eaſily known when they expreſs an extraordinary wind, they ſay, it will blow the ſail out of the Bolt-ropes: If the touch-hole of a Peece be gull'd, much powder will flame out, and that is alſo called blowing.

Bluff, or *Bluff-headed.* The Boat belonging to a Ship, is either called the Ships-boat, or the Long-boat, and this is ever intended to be able to carry-forth and weigh her ſheat Anchor; other ſmall Boats, which they carry for lightneſs, to hoyſe in and out quickly, are called Skiffes and Shallops, according to their form. A good long-boat will live in any grown Sea, if the water be ſometimes freed, unleſs the Sea break very much: The Rope by which it is towed at the Ships ſtern, is called the Boat-rope, to which, to keep the boat from ſheering, we add another, which we call a Geſt-rope: we do alſo to ſave the Bowes of the boat, which would be torn out with the twitches which the Ship under ſail would give, uſe to ſwite her, that is, made faſt a Rope round by the gun-wale, and to that make faſt the Boat-rope. Free the Boat, that is, fling out the water: Man the Boat, that is, ſome men go to row the Boat: The Boats Ging, that is, thoſe that uſe to row in the Boat, which are the Cockſon and his Ging, to whom the charge of the Boat belongs: Fend the Boat, that is, ſave her from beating againſt the Ship-ſides: Wind the Boat, that is, bring her head the other way. A bold Boat, that is one that will indure a rough Sea well. A ſhips Boat, is the very Modell of a Ship, and is built in parts in all things anſwerable to thoſe which a Ship requires, both for ſailing and bearing a ſail, and they bear the ſame names, as do all the parts of a Ship under water, as Rake, Run, Stem, Stern, Bowe, Bildge, *&c.*

Bolt, or *Bolts.* Are iron pins belonging both to the building, and rigging of a Ship; of which there are divers kinds, as Ring-bolts, which are of infinite neceſſary uſe, both for the bringing to of the planks and wales

wales to the ſhip, as alſo the chief things whereunto we faſten the tackles and breetchings of the great Ordnance. Drive-bolts, which is a long one to drive out an other bolt, or Treenell by. Set-bolts, uſed in the building, for firing the plancks, and other works cloſe together. Ragg-bolts, which are ſharpned at one end and jagged, that they may not be drawn-out. Clench-bolts, which are clinched with a Riviting hammer, to prevent drawing out. Fore-lock-bolts, which are made at the end with an eye, whereunto a fore-lock of iron is driven over a Ring, to keep it faſt from ſtarting back. Fender-bolts, which are made with a long head and beat into the outwardmoſt bend of the Ship, to ſave the ſhip ſides, if another ſhip ſhould lye a-boord her. Bolts are many times called according to the places whereunto they are uſed, as chain-bolts, bolts for Carriages and the like: The uſe of them is ſo great, that without them a ſhip cannot be built ſtrong, for they bind together all the timbers knees and the like, which do ſtrengthen the Ship.

A Bolt-Rope. Is the Rope into which the Sail is ſoawed, or made faſt: that is a three-ſtrained-rope made gentle and not twiſted ſo hard as the others, of purpoſe to be the more pliant to the ſail, as alſo that they may ſoaw the ſail into it the better.

Bolt-ſprit. To this is faſtned all the ſtages that belong to the fore-Maſt, and fore-top-Maſt, and fore-top gallant, *&c.* with their bowlings, tacks, beſides the rigging which belongs to its particular ſails, which are only two: *viz.* Sprits-ſails, and ſprit-ſail-top-ſail, if a ſhip ſpend her bolt-ſprit, or, as the more proper ſpeech is, if the bolt-ſprit drop by the boord, the fore-maſt will quickly follow, if it be a rough ſea, eſpecially if you go by a wind, this bears the ſame proportion for length and bigneſs, as the fore-maſt doth.

A Bonnet. Is belonging to another ſail, but is commonly uſed with none but the Miſſen, main and fore-ſails, and the ſprit-ſails I have ſeen, but it is very rare, a top-ſail bonnet, and hold it very uſeful in an eaſie gale, quarter winds or before a wind, this is commonly $\frac{1}{3}$ as deep as the ſail it belongs to, there is no certain proportion for ſome will make the Main-ſail ſo deep that with a ſhowle bonnet, they will latch all the maſt without a drabler: Others will make the main-ſail-ſhowler, that they may with foul weather bear it ſafer, and then the bonnet will be the deeper. Laſe on the bonnet, or bring to the bonnet, that is, put it to the courſe: looſing is here very proper, becauſe

cauſe it is made faſt with latchetts, into the eylot-holes of the ſayle: Note that when we do ſpeak of the ſayl in any correſpondence to the bonnet, we call it the courſe, and not the ſayle: as we ſay when a ſhip hath thoſe ſails out; courſe and bonnet of each: not main-ſail and bonnet, and fore-ſail and bonnet. Shake off the bonnet, that is, take it off.

A Boome. Is a long Pole, which we uſe commonly to ſpread out the clew of the ſtudding-ſail; yet ſometimes alſo we Boom out the clew of the Main ſail, and Fore-ſail, to ſpread them out ſo much the broader to riceive more wind. When we ſay a ſhip comes booming towards us, it is as much as to ſay, ſhe comes with all the ſail ſhe can make: Note that booming of ſails, is never uſed but quarter winds, or before a wind: For by a wind, Studding ſails, and booming the ſails is not uſeful: In comming into harbour where the channel is narrow and crooked, and the land about it overflowen, they uſe to ſet poles with buſhes, or baskets at the tops, to direct how men ſhould ſteer along the Channel by them: and theſe are alſo in many places called Booms, but in ſome others, they are called Beacons.

Boord, or *a Boord.* By this is not only meant deales-boords, or the like, but otherwiſe: for when we uſe the word, A boord, at ſea, it is as much as to ſay, within the ſhip; To go a boord, that is to go into the ſhip. Bring the tack cloſe a boord, that is, pull down the tack cloſe to the Cheſtree or the gun-wale: Boord and boord, that is, when two ſhips touch each other. The weather-boord, that is as much as to ſay, to wind-ward. To make a boord, or as we uſe to ſay, to boord it up to a place, is to turn to wind-ward; which we do, by ſtanding ſometimes one way, ſometimes the other for the gaining a place to wind-ward: In which, note that the farther you ſtand-off upon one point of the Compaſſe, the better boord you ſhall make: and it is better making long boords, then ſhort-boords, if you have Sea room. A long-boord is, when you ſtand a great way off before you tack or turn. A ſhort-boord, is when you ſtand-off but a little. A good boord, is when we have got up much to wind-ward, for ſometimes we take a great deal of pains, and get little, either by reaſon of a current or tyde, that may take her on the weather-bow, or by reaſon of a head-ſea, which may drive her to Lee-ward, and hinder her way, or for that the ſhip may be a Lee-ward ſhip: Sometimes again, when it is a ſmooth ſea; a current under the Lee-bowe, and a good ſhip by a wind, ſhe will get a point or two more in the

the wind then we expect. Here note that a croſſe-ſail ſhip in a ſea, cannot make her wag neerer then 6 points, unleſs there be tyde or current which doth ſet to wind-ward, within boord, with out boord-over-boord: by the boord, all terms obvious to common ſenſe. To leave a land on back boord, is to leave it a ſtern, or behind, for the back boord, is that which in boats or skiffs, we lean our backs againſt. In fight, to boord a ſhip, is to bring the ſhip to touch the other, where you muſt note the advantages and diſadvantages of every place in boording: and know that when two ſhips fight, the defendant may chooſe whether you ſhall boord him or no, but only in the quarter, which is a bad place to boord: For men can worſt enter there, in reſpect that it is the higheſt part of the ſhips hull: and for that there is only the Miſſen-ſhrowds to enter by; as alſo, for that ſhips are hotteſt there, and men being entred there can do little good, and are eaſily skowred off with Murderers from the cloſe-fights: the beſt boording for entring, is, if you can, to boord on the bowe, for then you may quickly bring all your broad-ſide to: but the greateſt advantage for uſe of Ordnance, is to boord a-thwart her hawes, for then you may uſe all your Ordnance on one ſide, and ſhe can only uſe her Chaſe and her Prowe Peeces.

The Bowe. Is that part of the ſhip which is broadeſt before, and begins from the Looſe, till it come compaſſing about towards the ſtem. The proportioning of this part, is of great importance for the ſailing of the Ship: for this firſt breaks off the ſea, and is that part which bears all the ſhip forward, on which is in a manner all the bearing of the ſhip: If the bow be too broad the ſhip will not paſs eaſily through the ſea, but carry a great deal of dead water before her; if it be too lean or thin, ſhe will pitch or beat mightily into a hollow ſea, for want of bredth to bear her up; ſo that there muſt be a diſcreet mean betwixt both theſe: The ſhaping of this part, doth much import the ſhips going by a-wind; yet I have ſeen ſhips of both ſorts go well by a-wind; but moſt commonly thoſe that have good bold bows, and yet it is is certain, that a ſhips way-after-on is of more importance for her ſailing by a wind. A bold bow, is a broad round bow: a Lean bow, is a narrow thin bow: the bow Peece, is that which lyes in the bow.

Bowling. Is a Rope which is faſtned to the Leetch or middle part of the out-ſide of the ſail, the uſe whereof is to make the ſail ſtand ſharper or cloſer, by a wind: the Antients, as it is reported, did ever ſail before the

wind, the reaſon whereof, I conceive to be, becauſe they had not the knowledge and uſe of this Rope: It is faſtned in 2,3,4, or more parts to the ſail, which they call the bowling bridle, only the Miſſen bowling is faſtned to the lower end of the yard : This Rope belongs to all ſails, excepting ſprit-ſail and ſprit-ſail top-ſail, which have no place to hail a Bowling forward by; and therefore theſe ſails cannot be uſed cloſe by a wind. Sharp the main bowling : Set taught the bowling, hale up the bowling; all theſe are to make it pull'd up hard, or more properly be haled more forward on: Eaſt the bowling, check or conie up the bowling, that is, let it more ſlack.

A Bower. Is any Anchor, which ſhips do uſually carry at the bow, and from thence, hath its name : for our greateſt Anchor we carry in hould, and for better ſtowage ſometimes unſtock them.

Bowes, or to *Bowſe*. Is a word they uſe, when they would have men pull together, and is chiefly uſed by the Gunners, when they hale upon their tackles, to thruſt a Peece out of a port : they will cry, bowſe hoa; that is, pull more upon the tackle : and then they know to pull altogether: And alſo, when there is occaſion to pull more upon tackle, then the other, they will ſay, Bowſe upon the tackle.

Bracketts. Are certain little peeces, in the nature of knees, which belong to the ſupporting of galleries, or ſhip-heads.

Braſes. Theſe Ropes do belong to all the yards, excepting the Miſſen-yard, they have a pendant which is ſeaſed to the yard-armes; for to every yard, belongs two Braſes, and at the end of a pendant, a block is ſeaſed, through which the Rope is reeved, which they call the Braſe : The uſe whereof is, to ſquare the yards and travers the yards : Braſe the yard to right, that is to make it ſtand juſt croſſe the ſhip : To make right Angles with the length of the ſhip, all the braſes do come afterward-on, as the main braſe-to the Poop, the main-top-ſail Braſe to the miſſen-top-and ſo to the main ſhrowds : The fort-and-fore-top-ſail braſes, down by the main-and main-top-ſail-ſtages; and ſo of the reſt. The Miſſen bowling doth ſerve for a braſe to the yard; but the croſs-jack-braſes, are brought forwards to the main-ſhrowds when we go cloſe by a wind.

Brayles. Are ſmall-Ropes reeved through blocks, which are ſeaſed on either ſide the tyes, ſome ſmall diſtance off, upon the yards, and ſo come down before the ſail, and are faſtned to the Creengleyes, at the

the skirt of the ſail: The uſe whereof is to hail up the bunt of the ſail, when we do farthell our ſails a-croſſe, which are in this, commodious for a man of War, that he may inſtantly make up his ſails, and let them fall, if in fight he ſhould fall aſtern: for note, that in fight we deſire to uſe as few ſails as we can, both for the trouble in trimming them, for ſaving our ſails, for hiding our fight, and for avoiding of fire which might light in them; and therefore when we ſay we will ſhip our ſelves into our fighting ſails, it is meant we have only the miſſen main-top-ſail, with which ſails, a ſhip will work every way: Theſe brailes do only belong to the two courſes and to the Miſſen: Haile up the brayſes, and braiſe up the ſail, is all one, when Merchant-men will ſeem to brave a man of war, if he chaſe them, they will brayle up their ſails, which is as much as to make a ſign, they will fight with them.

Breetch, and *Breetching*. The Breetch, is the after-moſt part of the Gun, from the touch-hole which is in braſſe Ordnance, ever allowed, to be as thick as the diameter of the Bullet; and thoſe Ropes which are bigger then the tackles that do make, or laſh faſt the Ordnance to the ſhip-ſides, being brought about the breetch of the Peece, are called, Breetchings, theſe we do not uſe in fight, but at ſea, and chiefly in foul weather.

A Breize. Is a wind, which blowes out of the ſea, and doth daily in all ſeaſonable weather, keep his courſe, beginning likely about nine in the morning, and laſting till it be within little of night; we do not commonly call all winds that blow off the ſea upon any coaſts, Breizes, unleſs it be there where this courſe is certain, or rarely miſſes but in ſtormes and fowl weather: As for example; here in our coaſt, the winds are never extreme, but on the coaſt of *Barbery*, and other places more ſoutherly, they are certain to have the wind off the land all night, and off the ſea all day. This *Breize* is alſo called a ſea turn.

A Breſt-faſt. Is a Rope which is faſtned to ſome part of the ſhip fore-ward-on, and ſo doth hold faſt the ſhips head to a wharffe or any thing elſe, and a ſtern faſt is the ſame for the ſtern.

Breſt Ropes. Are the Ropes which make faſt the parcell to the yard.

Brooming. Is, when a ſhip is brought a-ground, or on the careene, to be trimmed, that is, to be made clean, they burn off the old weeds or ſtuffe, which hath gathered filth; which they uſually do, either with Reed, Broom, old Ropes, or the like.

A Budge-Barrell. Is a little barrell (not altogether ſo big as a barrell) which holds an hundred weight of powder, and hath a purſe of leather, made at the head of it, which is to ſhut over the powder, to keep it from firing: we uſe to lay Ordnance with this in harbour for healths and the like, but at ſea in fight not, if we can get cathrages, which is the ſafeſt way. There are alſo latten budge-barrels, which are the beſt.

Bulke. The Bulk of a ſhip, is her whole content in hould, as to ſay, ſhe is a ſhip of a great bulk, that is, will ſtow much goods; ſometimes it is taken for the Merchants goods, as when they ſay, let our ſtock go in bulk together. To break bulk, is as much as to ſay, to open the hould, or tell, or part all the goods in the hould; As the *Indies* ſhips may ſell any goods, which they have betwixt the decks, but they muſt not break bulk, till they have order from the Company; that is, they muſt not open the hould, to meddle with any Merchandize therein contained.

Bulk-head. Is generally any diviſion, which is made croſs the ſhip, with boords, whereby one room is divided from the other, as the Bulk-head of the cabbin, the bulk head of the half deck, the bulk-head of the bread room, gun room, or the like.

Bunt. The Bunt of a ſail is, as it were in compariſon to the wind, the cod of the net, which receives all the fiſh; and may as well be called the bag of the ſail, and therefore we give a bunt to all ſails, to the intent they may receive much wind, (in which is the *Anima ſenſitiva* of a ſhip,) if a ſail have too much bunt, it will hang too much to Lee-ward-wind, and as they call it, hold much lee-ward-wind, which will hinder the ſhips ſailing, eſpecially by the wind, if it have too little, then it will not hold wind enough, and ſo not give the ſhip ſufficient way; The difference is rather perceived in top-ſails than the other, for courſes are cut ſquare, or at the leaſt, with allowance of ſmall compaſs.

Bunt-lines. Is a ſmall line, which is made faſt to the bottom of the ſail, in the middle part of the bolt rope, to a creengle, and ſo reeved through a ſmall block, ſeaſed to the yard, the uſe whereof is to triſe up the bunt of the ſail, for the better fartheling and making up of the ſail.

A Buoy. Is that peece of wood, barrell, or the like, which floats right over the Anchor, and is made faſt by the buoy rope unto the flook; The uſe whereof, is not only to take knowledge where the Anchor, but alſo to weigh the Anchor with the Boat, which is ſooner done than

than to weigh it with the ſhip : Stern the Buoy, that is, before they let the Anchor fall, whilſt the ſhip hath way, they put the Buoy into the water, ſo that the Buoy rope may be ſtretched out ſtrait, and then the Anchor will fall cleer from entangling it ſelf with the Buoy rope. Buoyant, is any thing that is floating or apt to float: To Buoy up a Cabell, that is, to make faſt a peece of floating wood, barrell or the like, to the Cabell, ſomewhat neer to the Anchor, that the Cabell may not touch the ground; this we do in foul grounds, where we fear the cutting of our Cabells : There are Buoys alſo which do belong to ſhips, and theſe are left at an Anchor in the ſea, to ſhew where any danger is of ſands or rocks : theſe are eſpecially moſt needfull to be uſed, where the ſands do uſe to alter, or where we can have no fitting land-mark.

A Butt. By this word taken indefinitely, is meant a veſſell or cask, as a Butt of wine, *&c.* but in ſea language, thus, a Butt, is properly the end of a plank, joyning to another, of the outward ſide of the ſhip under water. To ſpring a Butt, that is, when a plank is looſe at one end, and therefore they bolt (in moſt great ſhips) all the Butt-heads: by Butt-heads is meant the end of the planks.

The Buttuck. Is the bredth of the ſhip, right-a-ſtern from the tuck upwards : and therefore according as ſhe is built, broad or narrow at the tranſom or laying out of her ſtern, we ſay that the ſhip hath a broad or a narrow Buttuck.

C.

A Cabell. IS a three-ſtrand Rope, intended to be ſufficient for a ſhip, to ride by at an Anchor; for otherwiſe it is counted but a hawſer; for a great ſhips hawſer, will make a ſmall ſhips cabell: Cabells have ſeveral appellations, as the Anchors : and are called, the firſt, ſecond or third, as they grow in greatneſs ; beginning with the laſt, till it come to the ſheat-Anchor-cabell. The beſt cabells, are thoſe which are made of the whiteſt ſtuffe, and therefore Streights cabells are the beſt : The next, the Flemmiſh and Rowſie, the laſt, ours : The making a Cabell is termed the laying : as to ſay this Cabell was well layed : Sarve the Cabell, or plat the Cabell, is to bind ſome old ropes, clouts

or the like to ſave it from gawleing in the hauſe: Spliſe a Cabell, is to faſten two Cabells together with a ſpliſe: Quile a Cabell, is to lay it up in rowles one above another: Cabell, tire, is the cabell, ſo laid up in rowles. Pay more Cabell, that is, when they carry out an Anchor and Cabell in the Boat, to turn over into the ſea ſome Cabell, that the Boat may row the eaſier, and the Cabell be ſlack in the water: Pay cheap, that is, fling it-over-a part; Veere more cabell, that is, let more go out: Shot of Cabell, *vide* Shot.

Caburne. Is a ſmall lyne made of ſpun-yarn to bind the Cabells, or to make a bend of two Cabell, or to ſeaſe the winding taks, and the like.

Calme, and be *Calm-ing.* Is, when at ſea we have not any wind, and then we add to it, theſe Epithetons, flat, dead, or ſtark-calm: A calm, is more troubleſome to a ſea-faring man, then a ſtorm. If he have a ſtrong ſhip, and ſea-room enough. In ſome places, as in the Straights, when it is an extraordinary great ſtorm, with much wind, and a wrought ſea, on a ſuddain there will be no wind, but a flat-calm, yet an extraordinary billow which is wonderous troubleſome and dangerous, for the having no uſe of ſail to keep her ſteddy on a ſide; the great ſea, will make a ſhip rowle, ſo that unleſs ſhe be a very faſt ſhip in the water, ſhe will be in danger to rowle her maſts by the boord, or her ſelf under water.

Be Calming. Is when any thing takes away the wind from another: As when one ſhip is cloſe under the Lee-of another, the windermoſt ſhip doth be-calm the Lee-ward moſt: Alſo when we are neer the land, which keeps the wind from us, we ſay, it doth be-calm us.

To Camber, or *Cambering*, We ſay, is a deck lyes cambering when it is higher in the middle, then at either end, and ſo doth not lye upon a right line: This word, is moſt commonly applyed to the ſhips keele and beams, and other rounding-peeces, in the ſhips frame. Camber-keeled, is when the keele is bent in the middle upwards, which happens many times by a ſhips over lying a-ground, when either her aftermoſt part, or fore-moſt doth not touch: but the moſt common cauſe, and the cheif reaſon of cambering in great and long ſhips, is the ſharpneſs of the Hull afore and abaft, and the foulneſs of their floare. A mid-ſhips, which having more bredth to bear upon the water, is harder to ſink then both ends before and abaft: which by reaſon of th ir ſharp-

ſharpneſs, and great waight, over-head, and in their rakes, which over-hangs the ground work, ſink faſter into the water, and ſo their weight forces the keele and whole work in the mid-ſhips, to give way upwards, which is the main reaſon of the ſhips cambering.

The Cap. Is the ſquare peece of timber, which is put over the head of any maſt, with a round hole, to receive into it the top-maſt, or flag-ſtaffe, by which the top-maſt is kept ſteddy; for if the head or the main-maſt, be too ſhort, ſo that the Cap ſtand too neer the heele, or bottom of the top-maſt, the top-maſt will never ſtand ſteddy, and beſides the weight of the top-maſt, will ſtrain the head of the main-maſt ſo much that it will be in danger to ſpend it, or bear it by the boord: Every maſt hath a Cap, if it carry another, or but a flag-ſtaffe at the top.

Cap Squares. Are the broad peeces of iron, which belong to either ſide of the carriage of a peece of Ordnance, to look over the Trunnions of the Peece, over which they are made faſt in an Iron pin, with a fore-lock, the uſe whereof, is to keep the Peece from flying or falling out of the carriage, when it is ſhot off, the mouth of it lying very low, or as the phraſe is, under-mettle.

The Capſtaine. There are two kind of Capſtains, the firſt called the capſtain, or the main capſtain: and is that peece of timber which is over-placed, right up and down, next abaft the main-maſt, the foot ſtanding in a ſtep, on the lower-deck, and the head being betwixt the two upper decks; The parts are theſe, the foot, the ſpindle, the whelps, the barrell and the holds for the barrs, to which alſo belongs the darle of Iron; the uſe of it, is chiefly to weigh our Anchors, and generally to hoyſe our ſtrike-down top-maſts, or to heave in any thing of weight, as Ordnance or the like, or indeed, to ſtrain any Rope that requires great force. The ſecond, is a Geere capſtain, which is placed in the ſame manner, betwixt the main, and fore-maſts; the uſe whereof, is chiefly to heave upon the Geere-rope, or elſe to hold off by, when we weigh the Anchor: at the foot of this, there are whelps placed, in a leſſer proportion, which is to heave upon the viole for the help of the main capſtains, in weighing a great Anchor. Come you up-capſtain, that is, thoſe at the capſtain muſt go backward, and ſlacken the Rope or Cabell which they did heave at. In the ſame ſenſe, they alſo uſe theſe words: Launch at the capſtain, that is, heave no more; rowle the capſtain, that is, to ſtay it with the iron paule, which bearing againſt the whelps, ſtayes the capſtain from turning back.

Capſtaine

Capſtaine Bars. Are ſmall peeces of timber put through the barrell of the capſtaine, through ſquare holes of equal length of both ſides, by which the men do heave and turn about the capſtaine.

A Card, or *Sea Card.* Is a Geographical deſcription of Coaſts, with the true diſtances, hights and courſes, or winds laid down in it, Not deſcribing any In-land (which belongs to Mapps) the differences and uſes of them, will require a long diſcourſe, and they are ſet down in moſt books which write of Navigation, and therefore I leave them to thoſe books.

Careene. Careening, is the beſt way of trimming a ſhip under water, both for that the Carpenters may ſtand upon the ſcaffolds, moſt commodiouſly to caulke the ſeams, or do any other thing that ſhall be requiſite; Alſo for the ſaving of the ground timbers, which, eſpecially in ſhips of great burthen and weight, muſt needs be much wroong, though they be laid never ſo ſtrong: beſides, it is a moſt neceſſary trimming for great ſhips, which are either old or weak built, and alſo for any ſhips that have but ſmall floate, and are built ſo ſharp under water, that they will be in danger of overthrowing when they ſhall be brought a ground. This careening is to be done in harbour, where the ſlower the tides runs the better: And it is moſt commonly uſed in ſuch places, where there are no docks to trim a ſhip in, nor no good places to grave a ſhip on, or elſe that it doth not ebbe ſo much that a ſhip may ſhew-drie; For the manner of careening, it will be too long and unneceſſary to ſet down all the particulars: In generall, it is thus, they take out all, or leave but little of the proviſion, Ballaſt, Ordnance (or the like) in the ſhip: and you muſt have a lower ſhip by her, with which ſhe muſt be haled-down on a ſide, and righted again with tackles (yet with the weight of ballaſt above, or below, they do effect the chief force of the buſineſs, and ſo never ſtrain the ſhips maſts much:) Note that all ſhips are not of a like condition to careene; for ſome ſhips will be very hard to come down, though they have no ballaſt in them, and thoſe are Flemmings, built with two ſtanding ſtreakes, theſe muſt have ſome weight upon the deck to help them down, and yet theſe will right themſelves very eaſie, and therefore need not much in hould to help to right them; Some, as our *Engliſh* built, and the like, will come down eaſie, and be hard to right, and therefore we keep ſomewhat in all theſe (to right them) in hold, and having nothing

the deck, ſome will come-down eaſie and right themſelves well: Some will do neither, ſo that there is not one way for all, but as we ſee the condition of the ſhip, we fit things, and work accordingly, any kind of bringing the Ship over to lye on-one-ſide (ſhe being on float) is called careening, though it be but a few ſtreaks; as we ſay, ſhe was careened three, four or five ſtrakes: If a ſhip lye down much with a ſail, they will ſay, ſhe ſails on the careene.

Carlings. Are thoſe timbers which lye alongſt the ſhip, from one beam to another; which do not only ſerve to help to ſtrengthen the ſhip, but on them the ledges do reſt, whereunto the planks of the deck are faſtned.

Carling knee. Are thoſe timbers which come thwart ſhips, from the ſhip-ſides to the Hatch-way, which is betwixt the two maſts: Theſe do bear upon them the deck, on both ſides the maſt: and on the ends do lye the coaming of the hatches.

A Carriage. Is that whereon we mount our Ordnance; The parts whereof, are the two cheeks, the axeltrees, the bolts, the cap-ſquares, the hooks, the fore-locks, the trucks, and the linſ-pins, *(vide)* every one of theſe, in his proper place: The faſhion of theſe carriages we uſe at ſea, are much better than thoſe of the land; yet the *Venetians*, and others uſe the other in their ſhipping. A Peece cleeres a ſhot well, that is, ſhoots far, and right, which is a ſign that ſhe is ſmooth and well metled.

A Carthrage. Is a bag made of canvas, which is reaſonable good, being made upon a former, the Diameter whereof muſt be ſomewhat ſmaller then the Sillender of the peece, and of ſuch a length or depth, as that it ſhall contain juſt ſo much powder as is the charge of the Peece: This is wondrous neceſſary for our great Ordnance in fight, both for ſpeedy lading our Ordnance, and alſo for ſaving the powder which is in danger to be fired, if in fight we ſhould uſe a Ladle: Theſe carthrages are many times made of paper, parchment, or the like, but are not ſo good as the other: There are alſo other carthrages, or more properly, they are to be called caſes for carthrages, which are made of Lattin; in which we uſe to put theſe other carthrages, to bring almongſt the ſhip, ſo much the ſafer from fire till we put them into the peeces mouth, which is a dare, that in fight there cannot be too much diligence and order uſed.

Carnells. Are the Veſſels which go with Miſſen ſails in ſtead of main ſails, theſe will lye neerer the wind then croſſe-ſails, but are not ſo

commodious to handle, we have here little uſe of them, and therefore I ſpeak not much.

Carnell worke. The building of ſhips firſt, with their timbers, and beams, and after bringing on their planks, is called carnell-work, to diſtinguiſh it from clinch work.

Coſe. Is commonly made round of wood hallowed, and fit for the bore of the Peece, by which moſt conveniently we can put murdering ſhot into the Peece: We likewiſe uſe baggs to the ſame purpoſe, but they are not ſo convenient as wooden caſes, becauſe they are apt to catch hold by the way in the flawes of the Peeces: Alſo ſome call the ſheathing of a ſhip, the caſeing of her.

Caſe-Shot. Is any kind of old Iron, ſtones, Musket-bullets, or the like; which we put into caſes, to ſhoot out of our great Ordnance: Theſe are of great uſe, and do much execution amongſt men, that ply their ſmall-ſhot, when we come neer, or lie boord and boord.

Casketts. Are ſmall ſtrings made of ſynnet, flat; they are made faſt to the upper part of the yards, in little rings which they call Grommets; Their uſe is to make faſt the ſaile to the yard when we farthell it up: The biggeſt and longeſt are placed juſt in the middle of the yard, betwixt the ties; theſe do make up the bunt of the ſaile, and are termed the breſt casketts.

Catherpings. Are ſmall ropes, which run in little blocks (like a minnom) from one ſide of the ſhrowds, to the other, neer the deck; The uſe whereof, is to force the ſhrowds taught for the better eaſe, and ſafety of the maſt in the rowling of the ſhip; they are only uſed to the main-ſhrowds, and fore-ſhrowds; Alſo at the ſetting on of the Puttocks of the ſhrowds, they are uſed; but here they are ever made faſt, and do not run in blocks.

Catt. The catt, is a peece of timber, faſtned aloft, right over the hawſe, and hath at the end thereof, too ſheevers, wherein is received a rope, with a block, whereunto is faſtned a great hook of iron, after the manner of a double tackle: The uſe is to triſe up the Anchor from the hawſe, to the top of the fore-caſtle, where it is faſtned with a ſtopper. Catt the Anchor, is to hitch the hook in the ring of the Anchor.

Catt-holes. Are two little holes above the gun-room ports aſtern for this uſe, that when we have occaſion to heave the ſhip aſtern, bya-ſtern: Faſt they bring in the cabell, or hawſer, by them to the

the capſtain, the ſtern Ports are not ſo good, becauſe they lie not ſo even with the capſtain.

Caulke. Caulking, is the driving of ockham, ſpun hair, and the like, into all the ſeams, rends and treenels throughout the ſhip, without the which, it is impoſſible for a ſhip, to be made thite to ſwim, and keep out water.

Chafe. Or chafing is, when any rope is gauled, or fretted, as we ſay, the cabell is chafed in the hawſe, or when a rope rubs againſt any thing which is not ſmooth and even, we ſay, it will chafe the rope.

Chaines. By naming the chaines of a ſhip indefinitely, is meant thoſe chains to which the ſhrowds are made faſt, on the ſhip-ſides; alſo thoſe that belong to the top-maſt ſhrowds, are called chains: In fight we uſe to ſling our yards in chains, for fear leaſt the ties ſhould be cut, and ſo the yards fall down, and theſe chains are called ſlngs.

Chaine walls. Is a broader timber, ſet on the out-ſide of the ſhip, then the ordinary walls, and is made of purpoſe to ſpread out the ſhrowds wider, that they may the better ſuccour the maſt.

A Chamber. Is a charge made of braſs or iron, which we uſe to put in at the breech at any murtherer, or fowley, and contains juſt ſo much powder, as is fit for to deliver away the murdering ſhot, or caſe ſhot, contained in that peece: alſo the chamber of a great peece of whole Ordnance is counted ſo far, or ſo much of it, as doth contain the whole charge it hath.

Channell. By channell, is meant the deepeſt part of any River, or Harbours mouth; as when we ſay Steer in the channell, is meant the deepeſt part of the River; In places where there are looſe ſands, the channels do alter much according to extraordinary winds, which come and drive the ſands with the ſea, ſometimes on one ſide, ſometimes on the other; As when I came into *Mamora*, the channel lay haſt-ſouth-haſt, and weſt-north-weſt, but in two Months after, by reaſon of a freſh ſhot, it changed to lie in haſt-north-haſt, and weſt-ſouth-weſt, which is five points of the Compaſs; Sometimes we alſo call narrow ſeas, channels, as the *Engliſh* channel betwixt *France* and *England*, and Saint *Georges* channel betwixt *England* and *Ireland*: but being in thoſe Seas, if we ſay ſteer in the channel, it is meant in the middeſt of the ſea.

Charge. We uſe to ſay, charge a Musket, but load or lade a peece of Ordnance; A ſhip of great charge is commonly meant by a ſhip that

draws much water; and ſometimes for an unweidie ſhip, that will not veere and ſteere, for then ſhe is dangerous, and chargeable upon a lee-ſhore; Alſo every mans office in a ſhip, is called his charge.

Chaſe. When a man of War, doth follow any ſhip out of his courſe: or elſe when any other ſhip doth alter her courſe, ſo as to uſe all the means they can to fetch up and ſpeak with the other ſhip; we call that chaſeing: And the ſhip ſo followed, we call the chaſe: (as meaning by her,) we ſay, the chaſe ſtands thus, or the chaſe hath taken in her top-ſails, or the chaſe is ſtrook a hull, *&c.* There is great experience and judgment to be uſed in chaſeing; For though two men be equally Mariners, and know how to ſail and direct his ſhip, yet if one be a practique man of war, and the other not, the man of war will do much better: The pretence in any chaſing, is to make the ſhorteſt way of it that they can; which is by judging of the chaſes courſe ſo to ſhape yours, that you may meet in the neereſt angles: There is no certain rule for chaſing; for we muſt many times be ruled by the condition of our ſhip: As if the chaſe clap cloſe by a wind (it being a head-ſea) and the man of wars ſhip, be a ſhort ſhip, that beats much into the ſea, and a lee-ward-ſhip, then if he clap cloſe by a-wind, his ſhip will make no way, and therefore he muſt give a little more large, though he chaſe under the lee of the other: In chaſing, we alwayes connet to get to wind-ward, in reſpect that it is advantage in fight: And for that we cannot boord a ſhip, being too lee-ward, but ſometimes (as if it be towards night) to keep ſight of the ſhip, or the like, we muſt be content to come under his lee, and get as neer as we can: The ſtern chaſe, that is, when we follow her right a-ſtern, and ſhe and we go right upon one point of the Compaſſe: To lee with her fore-foot, is the neereſt and ſhorteſt, that is (as you would ſay) to lye juſt a croſſe her way, ſo that both keeping on their courſes, they ſhall meet all at a certain point. Chaſe peeces, are thoſe, which lye right forward on, when we ſay that a ſhip hath a good chaſe, indefinitely, it is meant of her chaſe for-ward, and that is, when ſhe is ſo contrived, that ſhe can carry many Peeces, to ſhoot right forward, for to the other, I uſe to add the word ſtern-caſe; The peeces of Ordnance, which lye right for-ward-on, are called chaſe-peeces.

Cheekes. Are two peeces of timber, which are fitted on each ſide of the maſt, from beneath the bonnds, to the upper end of the maſt; and they

they are made of Oak, to ſtrengthen the maſt thereabouts, both for the bearing of the top-maſt, and hoyſing of the yards. In theſe are the bonnes made for the ties to run in: The knees which faſten the beak-head to the bow of the ſhip, are called cheeks: Alſo the ſides of any blocks, are called the cheeks: Likewiſe the ſides of the carriages, where the turnions of the Peeces do lye, are called, the cheeks of the carriages.

Cheteres. Are the two ſmall peeces of Timber with a hole in them, in which the main tack doth run, and to which the tack is haled-down, theſe are placed a little abaft the looſe of the ſhip, the one on the one ſide, the other on the other.

Choake. When a running rope ſticks in the block either by ſlipping betwixt the cheeks and the ſheever or by any other occaſion, that any thing be got about it, or that it have a kinke, ſo that it cannot run and be haled through, we ſay the block is choaked.

Clamps. Are thoſe thick timbers which lie fore and aft, cloſe under the beams of the firſt orlep, and do bear them up at either end, and are the ſame that the riſings are to the other decks, *vide* riſings.

A Cleate. Is a ſmall wedge of wood faſtned on the yards, to keep any ropes from ſlipping by where that is faſtned: There are alſo divers other uſes of it: as to keep the earing of the ſail from ſliping off the yard.

Clewe. The clew of a ſail, is the lower corner of the ſail, which reaches down to the place where the tacks and ſheats are made faſt to the ſail, and it is counted that part which comes goaring out from the ſquare of the ſail, towards the lower corner; when a ſail is much goaring, then ſhe hath a great clew; when a little goaring, then ſhe hath a little clew; when it is cut right ſquare and hath no clew, and yet that lower corner of the ſail, ſhall retain the name of the clew of the ſail: A ſhip ſpreads a great clew, that is, hath very broad yards, and ſo ſpreads much canvas; it is good to allow a good clew to a main ſail; for by that means, the tack will come the better aboord, and the ſheat will come farther aft, whereby the ſail will hold more wind.

Clew-garnet. Is a Rope which is made faſt to the clew of the ſail, and from thence runs in a block, which is ſeaſed to the middle of the yard: The uſe whereof is, when we farthell our main-ſail, or fore-ſail; for the name of clew-garnet doth only belong to the clew-lines of thoſe two ſails, then this Rope doth hale up the clew of the ſail, cloſe to the middle part of the yard.

Clew-line. This is the ſame to top ſails, top-gallant-ſails, and ſprit-ſails, that the clew-garnet is to the main ſail, and hath the very ſame uſe: Note in foul weather, the guſt, when we take in our top-ſails, we hale home the lee-clew-line firſt, becauſe the ſail will be taken in ſo much the eaſier.

A Clincher. Is a ſmall ſhip, Bark or Boat, whoſe planks and boards are larded over one another, and clinched or nailed one through another, with nails and rooves: whoſe out-ſide are berthed or wrought up without timber, framed as we do in other ſhips, which work is called carvell work.

To Clinche. Is to better or rivet a bolts-end upon a a ring, or turn back the end of any nail, ſo as to make it faſt at that end which is driven through; we alſo call that part of the cabell which is ſeaſed about the ring of the Anchor, the clinch of the cabell.

Clinching. Is as you would ſay, a ſlight caulking, and is moſt uſed when we are at ſea, and ſuſpect foul weather, ſo that we may take in water at the ports: we uſe to command the Carpenter to clinch the ports, that is, to drive a little oacham into the ſeams of the ports, which may be done (to ſerve turn) either within boord, or without boord.

Cloathe. We ſay a ſail doth cloath the maſt when it is ſo long, that it touches the gratings or hatches, ſo as no wind can go betwixt the ſail and the hatches and gratings: A ſhip ſpreads much cloath, that is, when ſhe bath broad ſails.

Cloyde, When there is any thing got into the touch-hole, or breech of the Peece, ſo that the priming-powder cannot come to give fire to the reſt, we ſay the Peece is cloyd.

Coamings. The coamings or coaming of the hatches, or the gratings, is that peece of timber or plank which bears them up higher than the decks, ſo as that they do not lie even with the deck. The uſes whereof, are to keep the water from running down at the hatches, to give ſome eaſe for men to ſtand upright betwixt the lower decks, if the decks be low, and neer together; and alſo in the coamings they may fit holes for to uſe Muskets, and to ſerve for a cloſe fight.

Coates. Thoſe peeces of tard-canvas, which are put above the maſts, at the partners, and the lumps at the deck, that no water may run down by them, are called coates. The ſame is uſed to the rudder-head.

Cocks. Are little ſquare things of braſs with a hole in them, put in-

to

to the middle of ſome of the greateſt wooden ſheaves to keep them from ſplitting and gulling by the pin of the block whereon they turn.

The Collar. Is that rope which is made faſt about the beak-head, whereunto the dead-man-eye is ſeaſed, unto which the main ſtay is faſtned. There is alſo a rope about the main-maſt-head, which is called a collar, or a garland, and is there placed to ſave the ſhrowds from galling.

The Combe. Is a ſmall peece of timber, ſet under the lower part of the beak-head neer the middeſt, with two holes in it, and is juſt in the nature, and hath the ſame uſe to the fore-tacks, that the cheſ-trees have to the main-tacks, which is, to bring the tack a-boord.

Compaſſe. Is that moveable Inſtrument with a flie, whereon are deſcribed the 32 points or winds by which we direct the ſteer, our courſes at ſea. The faſhion is known to all, and for the uſes, they are handled at large in many books which write of Navigation. There are three kinds; firſt the plain Meridionall compaſſe (which is the ordinary one,) the ſecond, a compaſſe of Variation, which ſhews the variation of the Compaſs from the true north and ſouth. The third, is a dark-compaſs, which being but an ordinary compaſs in uſe, is only ſo called, becauſe the flie hath the points deſcribed in no colours (as the other are) but only black and white, being moſt convenient to be ſeen, when we ſteer by night, without any light, but only skie-light.

To Cond, or *Cun.* I think this word comes of *conducere* in Latine; ſo it imports as much as to lead or direct the ſhip which way ſhe ſhall go; it is commonly pronounced thus: Cun the ſhip, which implies as much as to direct him at helme how to ſteere. In long courſes, when we are off at ſea, there is not ſo much heed taken of it, for then they direct their courſe upon a point of the Compaſs, and ſo let him at the helm look to the ſteer right on that point; but in chaſes and narrow channels (where the courſe lies not directly upon a point of the Compaſs) there the Maſter, Mate, or ſome other ſtanding-aloft, doth give direction to him at the helm; and this we call conding or cunning: Sometimes he who commands the ſhip will be ſpeaking to him at helm, at every little yawe, (which the ſea-faring love not, as being a kind of diſgrace to their Iteeridge) then in mockage they will ſay, ſure the channel is narrow he conds ſo thick; whereby you may gather, that in narrow channels, it is neceſſary and uſefull to cond thick. Note that according as the ſhips ſails are trimmed either before or by-a wind,

ſo

ſo they uſe ſeveral terms in conding, and to uſe other, were improper and ridiculous amongſt them: If the ſhip go before a wind, or as they term it, betwixt two ſheats, then he who conds uſes theſe terms to him at the helm, ſtarr-boord, lar-boord, the helm a mid-ſhips. Note that when we ſay ſtarr-boord, the meaning is, that he muſt put the helm to the ſtarr-boord ſide, and then the ſhip will go to lar-boord, for the ſhip doth ever go contrary to the helm, if the ſhip go by a wind, or quarter-winds, they ſay a looſe, or keep your looſ; or fall not off, veere no more, keep her to: touch the wind; have a care of the lee-latch; all theſe do imply the ſame in manner, and are to bid him at the helm, to keep her neer the wind: Eaſe the helm; no neer; bear up; theſe words do appoint him to keep her from the wind, and make her go more large or right before: Some ſpeeches are common to both, as ſteddy, that is, keep the ſhip from going in and out, but juſt upon the point that you are to ſteer, and as you go; and ſuch like.

Cook-Room. The Cook-Room, is the place, where they dreſs their victuals, and this room is to be placed in divers parts of the ſhip, according to the ſhips imployment, in Merchant-men (who muſt imploy all their hold for the ſtowing of their goods, and ſo ſtow their victuals betwixt their decks (it is beſt to have the Cook-room in the fore-Caſtle) eſpecially being contrived in the furwaſſes, for the ſaving of wood, in long journies: as alſo for that in fight, they bring their ſtern and not their Prow to fight: and therefore it will be the leſs diſcommodity to them: beſides, they do not carry ſo much ordnance fore-ward on, and therefore the weight of the Cook-room, is not ſo offenſive: but in a man of war, it is moſt inconvenient to have it in the fore-ſhip or fore-caſtle: my reaſons theſe. 1. It will (be it placed as well as can be) hinder the uſe of the ordnance. 2. It will lye over the powder. 3. Being a man of war pretends to fight moſt with his prow; that part is likewiſe to receive ſhot, which if any chance to come amongſt the bricks in the Cook-room they will ſpoyle more men then the ſhot: And beſides, the Cook-room it ſelf for that voyage is ſpoyled, there being no means to repair it at ſea, and then they muſt needs uſe another; ſo that I think no man of diſcretion will commend or uſe that for moſt ſufficient, which is moſt ſubject to be deſtroyed, and cannot be repaired. 4. A man of war, ever carries much ordnance there, and therefore it is fit to avoid (as much as may be, any weight that may charge her fore-ſhip. 5. It is dangerous for firing the ſhip:

ſhip: for being made up to the ſhip-ſides, ſo that men cannot go round about it in long continuance, and much heating they may fire the ſhip unawares. 6. It takes away the grace and pleaſure of the moſt important and pleaſanteſt part of all the ſhip: for any one who comes aboord a Man of War, wil principally look at her chaſe, being the place where the chief offenſive force of the ſhip ſhould lie. And to conclude, I do not know any commodity it can give to a Man of War: wherefore, in my opinion, the beſt placing the Cook-room, is in the hatch-way, upon the firſt Orlop (not in the howld, as the Kings ſhips do, which muſt needs ſpoyl all the Victuals with too much heating the howld, or at the leaſt, force them to ſtow it ſo near the ſtem and ſtern, that it muſt needs wrong and wring the ſhip much, and loſe much ſtowage: and it being there placed, as it doth avoid all the former inconveniences, both of the hold and forecaſtle, and yet ſhall be as ſerviceable, ſo hath it this benefit more: That it doth wonderfully well aire the ſhip betwixt the decks, which is a great health unto the Company: But if I were to go to Sea, as a Man of War, I would have no Cook-room at all; but ſuch an one as I would have contrived to be removed, and ſtrooken down in howld if I liſt, and yet it ſhould waſte no more Wood than theſe do, and dreſs ſufficient Victuals for the Company, and roſte or bake ſome competent quantity for the Commander, or any perſons of quality.

Cordage. All kind of ropes belonging to the rigging of a ſhip, is by a general Appellation called Cordage.

Counter. Is the hollow arching-part in the ſhips ſtern, betwixt the Tranſom, and the lower part of the Gallery, which is called the lower Counter, the upper Counter is from the Gallery, to the lower part of the upright of the ſtern.

Courſe. Is taken for that point of the Compaſs which the ſhip is to ſail upon, as to ſay, the place we muſt now go to lyes Eaſt, we then direct our courſe Eaſt. Alter the courſe; that is, ſail upon another point of the Compaſs: Miſtake the courſe; that is, not to know how the land lyes, or which way to go; alſo Main-courſe and forecourſe, Miſſen-courſe, are the ſails without the bonnets: note, all ſhips of great burthen have double courſes to hold more wind, and give the ſhip more way in a freſh gale, but in an eaſie gale they hinder (as do all things that are weighty over head.)

A Crabb. Is an Engine of wood, with three claws placed on the

ground, juſt in the nature of a Capſtain being placed, and moſt commonly uſed where they build ſhips, for the launching out, or heaving in of a ſhip into the dock, or off the key.

A Cradle. Is a frame of Timber, brought along the out-ſide of the ſhip by the Bildge, wherein they do launch ſhips for the greater ſafety. In *Spain*, and other places, they uſe to trim all their great ſhips in them.

Craft. Is any kind of Nets or lines, or hooks to catch fiiſh; for at ſea, they will ſay, when they have loſt their lines or Nets, that they have loſt their craft; we alſo call ſmall veſſels, as Ketches, Hoyes, Craes, and the like, ſmall Craft; and he that ſails in them, we ſay, he uſes ſmall craft.

Cranck. We ſay a ſhip is cranck-ſided, when ſhe will bear but ſmall ſail, and will lie down very much, with little wind; the cauſe thereof, is, that her breadth being laid too low, ſhe hath nothing to bear her up, when once ſhe begins to heel: we alſo ſay ſhe is cranck, by the ground, when ſhe cannot be brought a ground, but in danger to overthrow: the reaſon whereof is; ſhe hath no bildge to bear her, her floare being laid too narrow.

Creengles. Are little Ropes ſpliced into the bolt-Ropes of all ſails belonging to the main and Fore-maſt, unto which the Bowling bridles are made faſt, and they are alſo to hold by, when we ſhake off a bonnet.

Croſs-bar. is a round ſhot, with a bar of iron, (as it were) put through the middle, coming out at both ends, ſome 6. or 8. Inches more or leſs, this will not flee ſo far as a round ſhot, but further then a Langrell or chain-ſhot; it is very good to uſe in fight; for the cutting and ſpoyling of Ropes, ſails, yards and maſts, as alſo to do execution amongſt men, where they ſtand plying their ſmall ſhot; but it is not uſed under water, for that it will hardly go through a good ſhip ſide, unleſs it be uſed out of very great ordnance.

Croſs-Jacke. Is a yard at the upper end of the Miſſen Maſt, under the top, and there is ſloong, having no halliards, nor ties belonging to it: the uſe whereof is to ſpread, and hale on the miſſen top-ſail Sheats.

Croſs-peece. Is the great peece of timber, which goes croſs the bit-Pipes, and is that whereunto we be-lay the Cabell.

Croſs-trees. Are thoſe croſs peeces of timber, which are ſet on the head of the Maſt, being bolted and let into one another very ſtrong. In a general Appellation, all theſe four-Peeces, being ſo made, and put to-

together, are called the croſs trees, but in truth and more ſtrictly, only thoſe two peeces, which go thwart ſhips, are called croſs-trees, and the other which go longſt ſhips are called Treiſſel Trees; the uſe whereof is to bear and keep the top-maſt up, for the foot of the top-maſt is faſtned in them, ſo that thy bear all the ſtreſs. Theſe alſo do bear upon them the tops, and do neceſſarily belong to all Maſts, which carry any other top or flag ſtaff at the head.

Crow-feet. Are thoſe ſmall lines or ropes, which ſtand in 6, 8, 10. or more parts, being ſo divided and put through the holes of a dead-man-eye, they are of no neceſſity, but only ſet up by the boat-ſwains, to make the ſhip ſhew full of ſmall rigging; and are placed to the bottome of the Back-ſtages of the fore-top-maſt, ſprit-ſail-top-maſt-miſſen top-maſt, and the top-gallant-maſts.

Cubbridge-head. Is the ſame that is a bulk head: only that we uſe this word to the bulk head of the fore-Caſtle and the half deck, which we call the cubbridge-head a-fore or the cubbridge-head abaſt.

Culver-tail. Is a manner of letting one timber into another, ſo as that by no means they can ſlip out: All their Carlings have their ends ſo let into the beams.

Cut. This word is uſed in this ſenſe, cut the ſail, that is, when men are aloft upon the yard, the main ſail, ok for forr-ſail, being farthelled up, they muſt let it fall down; when a ſail is well faſhioned, they ſay it is well cut: Cut the Cabell in the lawſe, that is moſt commonly uſed, when we ride in ſome ſtorms, and deſire to ſet ſail, but cannot ſtay the weighing of the Anchor, for fear of driving too much to lee ward, or the like: Generally when upon any occaſion, we cannot ſtay to weigh the Anchor, then we put the Cabell in the hawſe, to ſave ſo much as we can of it: In extraordinary occaſion (either at an Anchor, or at Sea, we ſometimes cut the Maſts, by the boord the cauſe) at an Anchor, is when the ſtorm encreaſes, ſo that the power which the wind hath upon the Rigging and the Maſt, doth force her Anchors to come home, or elſe endanger the breaking of the Cabell, then they cut down the Maſt: But if there be only a great Sea gate, and little or no Wind, there it is to no purpoſe to cut the Maſts, for they do little or no hurt. This happens in many places, where the Wind doth not blow home, as at *Santa Cruze* in *Barbary*, where ſome have rid ſuch a Rode, that the Sea hath broke over their fore-top,

and yet not a breath of Wind. At Sea, they cut the Masts on these occasions, when an extraordinary gust or storm hath so laid the ship on-side, that there is no hope that she can right again, and so would quickly be over-set, or filled with water; then in cutting the Mast, first cut the lee-shrowds, for else when the Mast is over boord, it will be hard cutting them, and the end of the Mast may chance to beat out the ships side; next cut a little into the weatherside of the Mast, and then cutting the weather shrowds, the Mast will instantly and without danger fall over boord. Likewise at Sea, in a great storm, where the ship rowls much, if the Partners give way, the Mast will rowl out the ships sides. In this case also, if they cannot be amended, the Mast must be cut by the boord.

Cut-water. The Cut-water is the sharpness of the ship before, which doth as it were, cut the water and divide it before it comes to the bow, so that it may come by degrees, and not too suddenly to the bredth of the ship, otherwise the ship would beat so full against the water, that she would make but little way: And therefore many times when a ship is to Bluffe, we put to a false stem, and as it were lengthen her for-ward-on, and this we call a Cut-water; which will not only make her sail better, but also make her keep a better wind, and not to beat so much against a head-sea.

D

The Davitt. Is a piece of Timber, having a notch at one end, whereon they hang a block by a strap; and this is only used for to hang that block on, which is called the fish-block, by which they hale up the Flook of the Anchor, to the ships bow or loof. It is shifted to either side as they have occasion, and is not made fast to the ship, but laid by till it be used, it is put out betwixt the Cat and the Loof: Launch out, or Launch in the Davitt, that is, put it out or in: Also the Boat hath a Davitt, which is set over the head of the Boat with a sheever, into which they bring the Boy-rope to weigh the Anchor, and it stands in the Carlings that are in the Boats bow.

Dead-

Dead-men-eyes. Are a kind of blocks, wherein there are many holes, but no ſheevers, wherein the Lanniers go that make faſt the ſhrowds to the chains; The main ſtayes in ſome ſhips, are ſet taught by Lanniers in Dead-men-eyes, but moſt great ſhips uſe double-blocks; the Crow-feet do reeve through Dead-men-eyes.

Dead-water. The water which is the Eddie water at the ſtern of the ſhip, is called dead water, and therefore we ſay, a ſhip holds much dead-water, that it hath a great Eddie follows her at the ſtern or rudder; and this may be called dead, becauſe it doth not paſs away with that life and quickneſs as the other doth.

Deck. The Deck is that floare of plank, whereon we place our Ordnance, it lies upon the beams; they are called by the name of firſt, ſecond or third Deck, beginning at the loweſt: alſo there is the half Deck, that is, the Deck which is from the Main-maſt to the ſtem, and quarter-deck, which is from the ſteeridge aloft to the Maſters Cabbin: There is alſo the ſpar-deck, which is the upper-moſt, betwixt the two Maſts, and is made very ſlight, with a meeting, or ſlight boords, towards the ſide of the ſhip, and a grating in the middeſt; alſo theſe decks are called by the name of Orlops, as they uſe to ſay, the firſt or ſecond Orlop; a fluſh Deck, or as they uſe to ſay, a Deck fluſh, fore and aft, that is, when from ſtem to ſtem, it lies upon a right line without any fall: Note that the beſt contriving of a Man of War, is to have the decks fluſh, and to have all her ports on that deck on an equal height, ſo as that every Peece may ſerve any port; the reaſons are, for that the decks being fluſh, men may paſs fore and aft with much more eaſe, for the delivering powder and ſhot, or relieving one another; but chiefly for that if a Peece or two be diſmounted by ſhot in any place where there is a fall, another cannot be brought to ſupply his place, beſides the diſcommodity that by disjoyning the equal bearing part of the ſhip, the ſhip is much weakned, and alſo it loſes much ſtowage in the ſtern-ſheats, yet there may be ſome uſe of theſe falls to a Merchant-man for his defence, who may fit a cloſe fight out of every fall, and though he loſe one part of the deck, yet he may ſtill keep more to be gained from him: The Deck cambers, that is, when it doth not lie flat, but compaſſing; To ſink a deck, or to let fall a deck, is to remove it and place it lower: To raiſe a deck, is to put it higher abovewater; the making of a deck, is termed, the laying of a deck.

Deep-

Deep-ſee-Lead. Is the Lead which is hung at thee deep ſee line, to ſink it down; the weight whereof is commonly 14. pounds; this hath ſome hard white tallow laid upon the lower end of it, which brings up the ground, and ſo by the differences of the ground, we know where and upon what coaſt we are: But in Ozie ground, we uſe a white woollen cloth upon the lead, with a little tallow, without which cloth, the Ozie would not ſtick unto the tallow.

Deep-ſee-Line. Is a ſmall line, with which we ſound in deep waters to find ground, and ſo according to the depth and ground in many known places; as in the coming into our channell, and many other places (when we can ſee no land, yet we know where we are.)

To Diſembogue. Is as much as to ſay, to come out of the mouth of any Gulph; which being large within, may have ſome ſtrait, or narrow coming out, being uſed thus; When they come out of the *Weſt-Indies*, betwixt *Cube* and *Cape Florida*, which is the ſtraight whereout the current doth ſet, they ſay, they Dieſembogued out of the gulph; but it is not uſed, for the going out of a Harbour, or the like.

To diſpert. Diſperting, is the finding out of the difference of the Diametres of the Mettles, betwixt the breech and the mouth of any peece of Ordnance, by which we know what allowance to give to the mouth of the Peece (being ever leſs than the breech) that thereby we may make a juſt ſhot; there are divers wayes, but the plaineſt is the ſureſt and beſt, which is, by putting in of a ſtraw, or a ſmall ſtick at the touch-hole, at the lower ſide of the concave or fillender of the Peece, and then apply it in the ſame manner to the mouth, and it will exactly ſhew the difference of the thickneſs of the Mettle, at the breech and mouth of the Peece.

Dock. There are two kinds of Docks, a dry dock, which is made with flood-gates, to keep out the Tide, in which we build ſhips, and repair them, wherein they ſit without danger and harm: the other is a wet Dock, which is any creek or place where we may caſt in a ſhip out of the Tides-way in the Oze; and there, when a ſhip hath made her ſelf (as it were) a place to lie in, we ſay, the ſhip hath docked her ſelf.

A Drabler. Vide *Bonnett.* For this in all reſpects the ſame to the Bonnet, that the Bonnett is to the Courſe; This is only uſed, when the Courſe and Bonnett are to ſhowle for to cloath the Maſt; ſome ſmall ſhips which are Coaſters, and therefore are, for moſt convenience, to have ſhort courſes, do uſe the Drablers.

Draggs.

Draggs. Any things that hang over the ſhip in ſea, as Shirts, Gowns and the like, as alſo the Boat in that reſpect, all which do hinder the ſhips way under ſail, are called Draggs.

Draught. By Draught in water, is meant ſo many foot as the ſhip goes in water: A ſhip draws much water, that is, goes deep in water: A ſhip of ſmall draught, that is, draws but little water. Note that ſhips of great draught are commonly wholſom ſhips in the ſea; and ſhips of little draught, commonly go beſt, but rowl moſt; the firſt is beſt for a long voyage, the laſt for a diſcovery.

To Dregg. Or Dregging, is to take a little Crapnell, which being hung over the Boats-ſtern, we let down to dregg upon the ground, to find a Cabell which hath been let ſlip, unto whoſe Anchor there was no buoy, for this paſſing along the ground as the Boat doth row, will catch hold of it if it meet with it.

A Drift-ſaile. Is a ſail uſed under water, being veered out right a-head, having ſheats to it; the uſe whereof, is to keep a ſhips head right upon the Sea in a ſtorm; alſo it is good, where a ſhip drives-in faſt with a current, to hinder her driving in ſo faſt; but it is moſt commonly uſed by Fiſher-men in the North Seas.

Drive. We ſay a ſhip Drives, when we let fall the Anchor, and it will not hold the ſhip faſt, but that ſhe falls away with the Tide or Wind, for which we have no help, but to veere more Cabell, for you muſt note, that the more Cabell is out, the faſter and ſurer the ſhip will ride, or elſe to let-fall more Anchors: Alſo, when a ſhip is a-hull or a-trie, we ſay, ſhe drives to Lee-ward, or drives in with the ſhore, and the like, according to the way ſhe makes.

Duck-up. This terme is uſed with the Clew-garnet and Clew-lines of the main-ſail, fore-ſail and ſprit-ſail, whenas the main-ſail or fore-ſail doth hinder his ſight fore-ward, that ſteerers, or any the like occaſion: And to the ſprit-ſail, moſt commonly when we make a ſhot with a Chaſe Peece, for the Clew of the ſprit-ſail, will hinder the ſight, and being not ducked up will be ſhot away; ſo then we ſay, Duck up the Clew-lines.

Earing.

E

Earing. Is that piece or part of the Bolt-rope which at all the four corners of the ſail is left open, as it were a ring; the two uppermoſt are put over the ends of the yards or yard arms, and ſo the ſail is at thoſe two ends made faſt to the yard into the lowermoſt, the tacks and ſheats are ſeaſed, or, as the more proper term is, they are bent unto the Clew.

To Eaſe. This word is uſed in the ſame ſenſe at Sea, as otherwiſe we uſe the word ſlook, for generally, when we would have any rope ſlacker and not ſo hard ſtrained, we ſay eaſe it, (as eaſe the bowlings, ſheats, &c.) only when the tack ſhould be ſlackned; the proper term is, let riſe the tack, which is a very fit term, in reſpect that the tack being looſed, it riſes up from the Cheſtrees unto which it was haled cloſe.

An Eddy. Is the running back of the water in ſome place, contrary to the Tide, and ſo falling into the Tide again, which happens by reaſon of ſome head-land, or great point in a River coming out ſuddenly, and ſo hindring the full paſſage of the water, which it had in the Channel before it came to the point.

An Eddy-wind. Is that wind, wich recoyls or returns back from any ſail, hiwſe or the like, going contrary to that wind where it proceeds, but is never ſo ſtrong as the other.

End for End. That is a term uſed, when any rope doth run all out of the block, ſo that it is un-reeved; or, as when a cabell or hawſe doth run all out at the hawſe, which may happen, either of purpoſe, to ſave the Cabell, or by chance, when coming to an Anchor, if they ſhould miſs laying on the ſtoppers, or the ſtoppers ſhould break, then they ſay, the cabell at the hawſe is run-out End for End.

Enter. To enter, is to come into a ſhip, but in fight, they muſt be carefull to cleer the Decks with Fire-pots, or the like, if it be poſſible from the trains of powder, before men do enter; for it happens many times, that there are more men loſt in a minute, by entring, than in long fight boord and bord; and therefore being ſo dangerous, it is fit, that men ſhould be well adviſed firſt, though many times if a ſhip be not well provided of cloſe fights, it is the ſpeedieſt and ſafeſt way of taking them.

Entring-

Entring-ladder. Of this there are two, the one, which is uſed by the ſhips ſides, in Harbour, and fair weather, with entring-ropes to it: this is all made of wood, the other made of ropes, with ſmall ſtaves for ſtepps, which is hung over the gallery, for entring out of the Boat in foul weather, when by reaſon of the ſhips heaving and ſetting, they dare not bring the Boat to the ſhip-ſide, for fear of ſtaving.

Entring-rope. Is the rope which hangs by the ſide of the ſhip, in the waſte, where men do uſually come a-boord the ſhip out of a boat; but it is taken generally for any rope which is given a man to enter by.

Eyes. The hole wherein the ring of the Anchor is put, is called the Eye of the Anchor, alſo the compaſs, or ring, which is left of the ſtrap whereunto a block is ſeaſed, is called the Eye of the ſtrap.

Eyelot-holes. Are thoſe round holes alongſt the bottom of thoſe ſails, unto which do belong Bonnets, and Bonnets have the ſame for the Drablers, they have a little line ſowen about them, to make them ſtrong; and ſerve for no other uſe but to receive into them the Lattches of the Bonnets, or Drablers, with which the Bonnet is laſed to the Cowrſe, and the Drabler to the Bonnet.

F

Addom. A Faddom is ſix foot, which though every one know, is ſet down to give notice that we meaſure the length of all our ropes, by Faddoms, and not by any other meaſure, as we do the compaſs of the ropes by Inches; for we ſay, a Cabell or Hawſier is ſo many faddom long, or ſo many inches about; alſo we reckon in ſounding by Faddoms.

A Fack. Is one circle of any rope, a cabell that is queiled up round; and ſo when they veere out a cabell, they many times ask, to know how much is left behind within-boord, how many Facks are left.

Fall-off. When a ſhip (under ſail) doth not keep ſo neer the wind, as we appoint, we ſay that the ſhip falls-off: This happens many times by negligence of the ſteers-man, but many times the fault is in the ſhip, which happens, either becauſe ſhe may be light a-head, or that her maſts may be ſtayed too fore-ward on, for theſe two things make a ſhip-head fall from the wind.

Falls. When we mention the Falls of a ſhip (as to ſay) a ſhip hath a fall, or many falls, it is meant by the raiſing or laying ſome part of the Deck higher, or lower than the other; alſo the ſmall ropes which we hale by in all tackles, is called the fall of the tackle; as to ſay, over-hale the Fall of your main tackle, or cleer the fall of your tackle (only the winding tackle hath no fall.

To Farthell. Or farthelling a ſail, is when we wrap up a ſail cloſe together, and ſo bind it with the Caskets to the yard, but towards the yard-arme we uſe rope yarns, for the ſail is not very weighty; this manner we uſe only to the main-ſail, fore-ſail and ſprit-ſail.

Farthelling-lines. Are ſmall lines which are made faſt to all the top-ſails, top-gallant-ſails, and alſo the miſſen yard-arms, the miſſen hath but one, the other one, on either ſide; by theſe we farthel thoſe ſails, but the top-ſails have not their bunt bound-up to the yard, as the main and fore-ſails have, but is laid on the top, and ſo bound faſt to the head of the maſt; this we call ſtowing the top-ſail.

The Faſhion Peeces. Are the two timbers, which do deſcribe the breadth of the ſhip a-ſtern, and are the outwardmoſt timbers of the ſhips ſtern on either ſide, excepting aloft where the Coconter is counted.

Fender-Bolts. Vide *Bolts.*

Fenders. Are many peeces of old cabells, ropes or billets of wood, which are hung over the ſhips ſide to keep another ſhip or boat from rubbing on the ſhips ſide, that they may not break her bends, or rub off the ſtuff when ſhe is new trimmed; boats have the ſame, to ſave them from much beating againſt the ſhips ſide; in the boat, the men have alſo little ſhort ſtaves, which they call Fenders, hence we ſay, Fend the boat, that is, ſave her from beating againſt the ſhips ſide.

Fidd. Is as it were an Iron pin, made tape ring and ſharp at the lower end, which is to open the ſtrands of the ropes when we ſpliſe two ropes together; but when we ſpliſe cabells we uſe fidders of wood, in the ſame form and nature but much bigger, which if they were made of Iron, would be too heavy to work withall; the pin in the heel of the top-maſt which bears it upon the Cheſ-trees, is a fidd.

Fidd hammer. Is a Fidd made ſharp at one end, to ſpliſe a rope, and a Hammer at the other end, with a head and a claw, to drive or draw a Nail.

Fightts.

Fightts. The maſt-cloathes which hang round about the ſhip to hinder men from being ſeen in fight, are called the fightts; alſo any bulkhead, afore or abaft, out of which they may uſe Murderers, or ſmall ſhot; or generally any place wherein men may cover themſelves, and yet uſe their Armes, are called cloſe fightts.

Fire-works. Are any kind of artificiall receipts, applyed to any kind of Weapon, Engine or Inſtrument, whereby we uſe to ſet-on-fire the Hulls, Sails or Maſts of a ſhip in fight, whereof there are many ſorts, but the moſt commonly uſed at ſea are theſe, fire-pots, fire-balls, fire-peeks, Truncks, Braſs-balls, Arrows with fire-works, and the like; to ſay all that might concerning theſe, will require too long a diſcourſe for this that I here pretend.

A Fiſh. Is any peece of timber or plank which we make faſt, either to Maſt or Yard, to ſuccour and ſtrengthen it, when it is in danger to break, then we command the Carpenter to fiſh the Maſt or Yard, which is done, firſt hollowing it fit for the place, and then nailing it with ſpeaks, and woulding it about with ropes. (This fiſh is very dry meat.)

The Fiſh-block. The block, is the block that belongs to the fiſh, and is called the fiſh-block.

The Fiſh-hook. Is the hook belonging to the Fiſh, and is called the Fiſh-hook.

The Fiſh. Is a Tackle hung at the end of the Davie, by the ſtrap of the block, in which block there is a runner with a hook at the end, which doth hitch the flook of the Anchor, and ſo they hale by the fall that belongs to it, and ſo raiſe the flook to the bow, or chainwale of the ſhip.

Flaggs. Theſe are not only uſed at ſea for diſtinctions of Nations, or Officers of Fleets (as that the Admiral ſhould have his in the Main-top, the Vice-Admiral in the fore, and the Rear-Admiral in the Miſſen-top,) but alſo for diſtinctions and ſignes what ſhips muſt do according as they have directions from the chief Commander, as to chaſe, to give over, to come to counſel, or the like; At ſea, to lower or ſtrike ones Flag in fight is a token of yielding, but otherwiſe of great obedience and reſpect: And to be made to take it in perforce, the greateſt diſgrace that can be; when they would have the flag out, they ſay, heave out the Flag, that is, to wrap it cloſe about the ſtaff; To

ſtrike the Flag, is to pull it down upon the Cap, and ſo let it hang over looſe.

Flaire. When a ſhip is a little howled in neer the water, and above that the work doth hang over again, and is laid out broader-aloft, they ſay, that the work doth Flaire over; this makes a ſhip more room within boord, for a Man of War, but is not ſo ſightly, nor by the moſt common opinion held to be wholſom for a ſhip; yet I have ſeen the experience, and am of opinion, that it can wrong a ſhip but little, if her bearing be laid high enough.

Floane. When any of the ſheats be not haled home to the Blocks, then they ſay that the ſheat is floan; but when they ſay, let flie the ſheat, that is to let it go amain, or as far as it will: this is moſt commonly uſed in great Guſts, for fear of ſpending the top-maſts, or over-ſetting the ſhip; for the ſheats being floan, doth hold no wind: I have ſeen in an extraordinary guſt, that when the ſhip hath been down on the quich ſide in the water, we have to make her right again let flie the ſheat, but the guſt hath fluttred all the ſail to pieces, leaving not any jot, or but ſome raggs in the bolt-ropes.

Flood. It is flood when the water begins to riſe, young-flood, quarter-flood, half flood, are all terms commonly known.

The Flook. This is the broad part of the Anchor, which takes hold in the ground; as alſo thoſe of the Crapnels, which have four flooks.

Flote. We ſay, any thing doth flote that ſwims above water, not touching ground, as the ſhip is aflote, that is, when it is born up cleer from the ground by the riſing of the water; a floaty-ſhip, is a ſhip which drawes but little water.

Flow. When the water doth riſe or heighten, we ſay it doth flow: But note, that ever in all places (Seas or Rivers) where it flows, it flows by the ſhore, before it flows in the offing or middle of the ſtream, and ſo it doth ebbe by the ſhore, before it doth in the ſtream; the reaſon is, for that the water is of moſt force and weight where it is deepeſt, and ſo is hardlier returned, being once bent away: When we ſay it flows at *London-Bridge*, South weſt, or at any other place South or Weſt, or as it happens: by this is meant, that when the Moon is at the full, or elſe new Moon, then upon that day, the Sun being in the South-weſt point, which is three of the clock in the after-noon, it is high water at *London-Bridge*.

The

The Floore. The floor of a ſhip, is ſo much of the bottom of her, as ſhe doth reſt upon when ſhe is a-ground; and therefore thoſe which have long and broad floors, lie faſt and ſafeſt with the ground, and the others are crank and dangerous, both to wring themſelves, and to overthrow.

Fluſh. When a Deck is laid from Stem to Stern without any falls or riſings, we ſay her Deck lies fluſh, fore and aft; and this word is not uſed in any other ſenſe.

† *The Flie.* Is that part of the Compaſs wheron the 32. points of the winds are deſcribed; to which underneath is the Needle made faſt.

To Free. When a ſhip hath much water in her, we ſay, the Pump will free her, or will not free her; Or when we bale out the water, that is called freeing the ſhip: Alſo, when the Boat hath water in her, we command them to free the Boat; ſo that this word (Free) is not uſed in any other reſpect about a ſhip, but to get out the water, nor there is not any other word uſed ſo properly, for the getting-out of the water of ſhip, or boat, as this.

Freſh-ſhott. When any extraordinary land water comes down a River ſuddenly, or elſe when any great River comes into a Sea, ſo as that the water is freſh a mild or two (as in many places it is) we ſay it is a great freſh-ſhott.

The Fore-foote. There is no ſuch place of a ſhip which is termed her fore-foot; but it is a word uſed in this kind, when two ſhips ſail, ſo that one doth lie with her ſtem ſo much a-weather the other, that keeping their courſes, that ſhip which doth ſo lie, will go out a-head with the other, then we ſay, that ſhe doth lie with the fore-foot of the other, as ſhe ſtands or comes with her fore-foot; but being once ſo paſt out before her a-head, and by her, we do not ſay ſhe is paſt by her fore-foot, but thus, ſhe is gone-out a-head; ſo that this word fore-foot, implies no more, but one ſhips lying, or ſailing a-croſs an other ſhips way.

Fore-locks. Are little flat peeces of Iron, made like wedges, which are put into the holes at the ends of bolts, to keep the bolts from drawing out or ſlipping back, all theſe keep down, and faſt the cap-ſquares of the Carriages.

Fore-maſt. Vide *Maſt.*

A Former. Is a piece of wood, turned round, ſomewhat leſs than

the bore of the Peece for which it is made; as a Saker Former, a Mimon Former, &c. The uſe whereof, is to make upon it Paper Carthrages, or Linnen Carthrages.

Fore-Reaches. When two ſhips ſail together, or after one another, ſhe which ſails beſt (that is faſteſt) doth Fore-reach upon the other. If two ſhips ſail both one way by a wind, one may keep the better wind, the other may fore-reach, then he that doth fore-reach, if he would ſpeak with the other, as ſuppoſe he be a Man of War, the other a Merchant, he muſt caſt about when he is ſo far fore-reached upon her, that he may lie with her fore-ſoot.

Fore-Sail. Vide *Sail.*

Fore-Top-Maſt. Vide *Top-Maſt.*

Fore-Yard. Vide *Yard.*

Foule. When a ſhip hath been long untrimmed, ſo that graſs, or any filth be grown or got about her, ſhe is foul: Alſo when any rope which we ſhould hale, is hindred by an other, or tangled in it ſelf (as Top-ſail, Halliards, Tackle, Falls and the like may be) or any thing elſe ſo that it cannot run, we ſay the rope is foul, as the Sheats are foul of the Ordnance; the Halliards, Clew-lines, or the like, are foul, and ſo muſt be cleered before they can be made to run.

Foule-water. When a ſhip (under ſail) comes into ſhallow water, ſo that ſhe raiſes the mud or ſand with her way, (which ſhe may do, though ſhe do not touch the ground, but come very neer it) we ſay ſhe makes foul-water. Note that a ſhip in Showle-water, when ſhe ſails with her Keele neer the ground, cannot feel her Helm, as well as in deep-water: The reaſon is, for that neer the ground, the water hath not that weight and force as it hath when it is deep: and alſo by reaſon of an Eddy, which is made betwixt the ground and the bottom of the ſhip, being ſo neer to get her, the water cannot come ſo ſwift to the Rudder, as it doth in deeper-waters: And note alſo, that the ſwifter the water comes to the Rudder, the better the ſhip doth ſteer, or feel her Helm.

Founder. When a ſhip by any extraordinary leak, or elſe by any great ſea that hath broken into her, is half full, or full of water, ſo that we cannot free the water forth, we ſay, ſhe is foundred. The word is ſignificant, for juſt as a foundred Horſe cannot go, ſo a ſhip which is full, or neer full of water, will not feel her Helm, that it will neither

ther veere nor ſteer, but drive away with the ſea, juſt like a log of wood.

Furr, or *Furr'd*. There are two kinds of furring, the one is after a ſhip is built, to lay on an other plank upon the ſide of her (which is called plank upon plank,) The other, which is more eminent, and more properly furring, is to ripp off the firſt planks, and to put other timbers upon the firſt, and ſo to put on the planks upon theſe timbers: The occaſion of it is, to make a ſhip bear a better ſail, for when a ſhip is too narrow, and the bearing either not laid out enough, or too low, then they muſt make her broader, and lay her bearing higher; They commonly Furr ſome two or three ſtrakes under water and as much above, according as the ſhip requires, more or leſs: I think in all the world, there are not ſo many ſhips Furr'd, as are in *England:* and it is pity that there is no order taken, either for the puniſhing of thoſe who build ſuch ſhips; or the preventing of it; for it is an infinite loſs to the owners, and an utter ſpoiling and diſgrace to all ſhips that are ſo handled.

Futtocks. This word is commonly pronounced, but I think more properly it ſhould be called Foot-hooks; for the Futtocks are thoſe compaſſing timbers, which give the bredth and bearing to the ſhip, which are ſcarfed to the ground-timbers: And becauſe no timbers that compaſs, can be found long enough, to go up through all the ſide of the ſhip, theſe compaſſing-timbers are ſcarfed one into the other, and thoſe next the Keel, are called the lower ground Futtocks, the other are called the upper Futtocks.

G

G*Age*. We are to Gage our Cask, that we may ſee how great it is, or how much is leaked out; which we do, by putting down a ſtick at the Boong, and that, by the wetneſs, will ſhew how much liquor is in it: Alſo, when we would know how much water a ſhip draws when ſhe is a-float, we ſtick a nail into a pike or pole, and ſo put it down by the Rudder, till this nail catch hold under the Rudder, and this we call gageing a ſhip: Note that we cannot exactly by this, tell how much water ſhe drawes, for we muſt allow for the Rake of the

ſhip

ſhip aft-ward on: for the Lole doth not go down in a Perpendicular Line, and ſo many foot as ſhe draws, is called the ſhips gage, when one ſhip is to-weather of another, ſhe hath, as they term it, the weather-gage, but they never uſe to ſay, the Lee-gage.

Gale. When the wind doth not blow too hard, but reaſonably, ſo that a ſhip may bear her top-ſails, a-tripp we call it (according to the ſtrength of it) either an eaſie, or loom gale, which is, when it is little wind; a freſh, ſtiff ſtrong gale when it is much wind: Sometimes at ſea, two ſhips being not far aſunder; if it be faire, ſmooth, gentle weather, and but little wind, one ſhip will have more wind than the other, and ſometimes the one be flat, be calmed, the other have a little breath of wind, then they ſay, the ſhip which hath the wind, doth gale away from the other.

The Garboord. Is the firſt plank, that is brought on the out-ſide of the ſhip, next to the Keele.

Gar-boordſtrake. Is the firſt ſtrake, or (as you may ſay) the firſt ſeame next to the Keele: Here is the moſt dangerous place in all the ſhip to ſpring a leak; for it is almoſt impoſſible to come to it within-boord.

The Garnett. Is a tackle, wherewith we hoyſe in all Casks and Goods, if they be not too heavy, as great Ordnance, *&c.* It hath a pendant comes from the head of the main-maſt, with a block which is ſtrongly ſeaſed to the main-ſtay, juſt over the Hatch-way where we uſe to take in our goods and howld. In this block, they do reele the runner, which hath a hook at one end, within which we hitch the ſlings, and at the other, a double block, in which we reeve the fall of the runner, and ſo by that we hale, and hoyſe in the Goods; when it is not uſed, it is made faſt along by the ſtay, at the bottom of the ſtay.

A Girding. Vide *Truſſes.*

Girt. When the Cabell is ſo taught, that upon the turning of the tyde, the ſhip cannot go over it with her ſtern-poſt; then ſhe will lie a-croſs the tyde, and then we ſay, ſhe is Girt; which will inſtantly be under, if the cabell be veered out ſlack.

Goaring. A ſail, is cut goaring, when it comes ſloaping by degrees, and is broader at the clew than at the earing; all top-ſails, and top-gallant ſails are ſo.

Gooſe-wing.

Gooſe-wing. When we are a going before a wind, or quarter winds, with a fair freſh gale, we many times (to make more haſt) unparrallel the Miſſen-yard, and ſo launch-out the yard and ſail over the quarter, on the Lee-ſide, and ſo fitting Guyes at the farther end, to keep the yard ſteddy with a Boome: we Boome out the Sheat of the miſſen-ſayle, this doth help to give the ſhip ſome way, which otherwiſe the miſſen-ſayle will not, eſpecially before a wind; this ſayle ſo fitted, is called a Gooſe-wing.

Grapnells. Are in the nature of an Anchor, being uſed for Gallyes, or Boats to ride by, only they differ in form: for Grapnells have four flooks, and never a ſtock, for it needs none, being that which way ſoever it fall, two of the flooks do ever hold by the ground: In Men of War, we uſe them that are light to fling into a ſhip, to catch hold on ſome of the Grateings, Railes, Gun-wales, or the like, and ſo having a chain made faſt unto it, we laſh faſt the ſhips together. There are alſo ſmall Crapnels, with three hooks, but not broad like flookes, with which we uſe to ſweep for Hawſers or ſmall Cabels.

Gratings. Are ſmall edges laid over one croſs another like a Portcullisſe or a priſon gate, thoſe which are called the gratings, are betwixt the maine and fore-maſts which do ſerve for a cloſe fight, and alſo for the ſuccour of men, either in hot, or foul weather with a Tarpawling upon them: There are alſo in many places of the ſhip gratings made for aire and light, but chiefly over the Ordnance, for the vent of the ſmoke of the powder, which comes out of the touch-hole in fight.

To Grave. Graveing a ſhip, is bringing her to lie drye a-ground, and then to burn off the old filth and ſtuff, with reed, broome, or the like, and ſo to lay on new; Some uſe only tallow, but that will quickly grow foul, others tallow and ſoap (which will alſo quickly grow foul,) The moſt common and beſt, is with train-oyle, Roſen and Brimſtone boyled together, for this will laſt longeſt clean: The laying on of the ſtuff, is called Paying the ſhip.

A Gripe. The Gripe of the Ship, is the compaſs and ſharpneſs of the Stem under-water, eſpecially toward the lower part: The uſe whereof, is to make a Ship keep a good wind; And therefore ſometimes when a ſhip will not keep a wind well, they put on another falſe Stem to the true Stem to make her Gripe more.

To Gripe. We ſay a Ship doth Gripe, when ſhe is apt (contrary to the Helme,) to run her head or noſe to the wind more then ſhe ſhould: There are commonly two cauſes of this, the one, when a Ship may be too deep a-head, that her head is not apt, by reaſon of the weight which preſſes her down, to fall away from the wind; the other may be the ſtaying of the Maſt; for if ſhe be a ſhort ſhip, and draw much water, if her Maſts be ſtayed too much aftward-on, it will cauſe her head ſtill to run into the wind: The *Flemmings* being generally long floatie Ships, do ſtay all their Maſts aftward-on very much, elſe their Ships would never keep a wind, for it is apparent to ſenſe, that all ſayles from the Maine-maſt aftward-on the farther aft they ſtand, the more they keep the Ship to the wind: as the head-ſayles, the more forward on they ſtand, the more power they have to flat the Ship about from the wind.

Grommets. Are little rings, which are made faſt to the upper-ſide of the yard, with ſtaples, which are driven into the yard; which have no other uſe but to tie and make faſt the Casketts into them.

Ground and *grounding.* When a Ship is brought of purpoſe to be trimmed on the ground, or otherwiſe, that is called grounding the ſhip: There are three manner of laying a ſhip a-ground, that is, either laying her head upwards towards the bank and her ſterne towards the offwards, and is turned, laying her Pitch-long-to, this is uſed to Ships that are crank with the ground; for this way, they take the beſt advantage for the Ship to bear her ſelf: The ſecond is, to lay her all alongſt the ſhore, and to heel her to the ſhore-ward; this is uſed to ſhips which have ſeaſonable good floats, and will bear themſelves ſufficiently well: The third, is laying her alongſt the ſhore haeling her to the offward; this we uſe to Ships which have great broad Floarers (as *Flemmings* which have ſtanding ſtrakes;) the reaſon is, for that otherwiſe we ſhould hardly come to her Keele: Some ſea-fareing-men, are very ſuperſtitious of going to ſea at certain dayes, and commonly thoſe hold it good to begin the voyage on Sundayes; and therefore to ſeem to have begun the voyage that day (though they be not ready to goe) they will weigh, or as the term is, tripp the Anchor, and go a little way, and ſo come to the Anchor again, this they call breaking ground.

Ground-timbers. Are thoſe timbers which are faſt laid over the Keele, and ſo bolted through the Keelſon into the Keele, and are thoſe which

which make the floare of the Ship, and are therefore called ground-timbers, becauſe the Ship doth reſt upon theſe when ſhe lyes a-ground.

Gudgins. Are thoſe Irons which are made faſt to the Sterne-poſt, into which the Pintells of the Rudders are hanged.

To Gull. When the Pin of a Block, doth eat or wear into the Sheever, it is called Gulling: Alſo when a Yard doth rubb againſt the Maſt, we ſay, it will Gull the Maſt; and therefore, to avoid that, we put a Plat made of Synnet, to the middle of the yard, to keep it from gulling the Maſt.

The Gun-wale. That peece of timber, which reaches on either ſide the Ship, from the half-Deck, to the fore-Caſtell (being the uppermoſt bend as it were, which finiſhes the upper walls of the Hull there; and wherein they put the Stanſhions which ſupport the waſt-trees) is called the Gun-wale, whether there be any Guns there or not: Alſo the lower part of any Port where any Ordnance doth lie, is called the Gun-wale.

A Guye. Is any rope which is uſed to keep a peece of Ordnance, or any thing elſe, the Boate or the like, which is hoyſed into the Ship from ſwinging into the ſhip too faſt, when it is over the Gun-wale, to be hoyſed in, then by this rope we do eaſe it in greatly; and it is commonly made faſt to the Stanſhions of the waſt trees, and that is called a Guy, which word I think comes from Guide, for this doth guide it in. Alſo there is a rope which is faſtned to the fore-maſt at one end, and is reeved through a ſingle block, which is ſeaſed to the Pendant of the winding tackle, and ſo reeved again through another, which is ſeaſed to the fore-maſt, ſomewhat lower then the firſt part, and this is to hale forward the Pendant of the winding Tackle, and this rope is called Guye.

H

To Hale, or over-hale. That which others commonly call pulling a rope, the ſea-faring-men call ever haleing (as hale taught the Bowelings; or hale in a rope that hangs without boord, or the like in any kind,) To over-hale, is when a rope is haled to ſtiff, or taught; then to hale it the contrary way that it was haled before, and ſo to make it ſlacker.

To Hull, or *Halling*. Halling of a Ship, is calling to her to know whence ſhe is, or whither ſhe is bound, or any other occaſion, which is done commonly in theſe words, ô the Ship, or (at Sea,) no more but Hoâ, and the other then anſwers Hâe: Theſe words are common to all Chriſtian ſea-men, to hall each other in: Alſo ſometimes we ſeem to call to them, or ſalute them with with whiſtles or trumpets, and this is called Halling with Trumpets, or whiſtles.

Halliards. Are the ropes by which we hoyſe all the yards, only the croſs-Jack, nor the ſprit-ſayle-yard have none, becauſe they are ever ſlung: yet in ſmall-craft, they have Halliards to the ſprit-ſayle-yard.

Hand, or *Handing*. When they would deliver away any thing, to be paſſed to another, or to have it brought to them, they ſay, hand this away, or hand me that, or hand it along; ſo when they want men to hoyſe, or do any labour, they uſe to call for more hands, not more men.

A Hands peeke. Is but a wooden leaver, (which is uſed inſtead of a Croa of Iron) to traverſe the Ordnance; but moſt eſpecially to the wind laſſe in the boate, or Ships which have wind laſſes, to heave up the Anchor by.

The Harpings. The Harpings of a Ship, is the bredth of her at the bowe: Alſo ſome call the ends of the bends, which are faſtned into the Stem, the Harpings.

Hatches. Are thoſe looſe parts, and as it were, dores of the Deck, which are in the mid-ſhip before the main-maſt that we open to let down things in Hould, having at each corner a ſheackle of Iron, to lift them by.

Hatch-way. By the Hatch way, Is meant the place Perpendicular, over the Hatches: when they ſay, lay a thing in the Hatch-way, that is, on the Hatches.

The Hawſes. Are thoſe great round-holes, before, under the head, out of which the Cabels do come, when the Ship is at an Anchor: A bold Hawſe; Is when they lie high from the water, and this is beſt, for when they lie low, if there be great ſea, the Hawſe will ſtill be in the water, and take in much water into the Ship: Freſh the Hawſe, that is when we ſuſpect that the Cabel is fretted or chafed, or is like, as many times it will, to burn in the Hawſe (for there the Cabel endures the greateſt ſtreſs) then we veer out a little, to let another part of the Cabel endure the ſtreſs: Alſo, when we lay new Platts upon

upon the Cabell; In the Hawſe, it is called freſhing the Hawſe: Cleere the Hawſe, that is, when two Cabels, which come out at two Hawſes, and by the winding of the Ship, have ſome turns one about the other, then undoing theſe turns, is cleering the the Hawſe; which is neceſſary to be done, for elſe the Cabels will gall one another very much: Any ſhip, or thing that is croſs afore the Hawſe, or lyes athwart the Hawſe; or when one Ship rides with her ſterne juſt afore the others Hawſe, they ſay, ſhe rides upon the Hawſe.

A Hawſer. Is a three-ſtrand roape, and may be called a little Cabell, for that which is one Ships Hawſer, will be another Ships Cabell: Theſe do ſerve for many uſes: as to warp the Ship over a bar: the maine and fore-ſhrowdes, are made of Hawſers; only note the difference of the making or laying, is the cauſe of the difference of the names, which to know, *Vide* Roapes.

The Head. Vide *Beake-Head.* Yet ſometimes it is not exactly taken only for the Beake-head; for ſometimes they ſay, a-head, that is, about the fore-maſt, taking as it were, all the forepart of the Ship, for the head.

Head-lines. Are the roapes of all ſayles, which are uppermoſt next the yard, by which the ſayle is made faſt unto the yards.

Head-ſailes. Are ſailes belonging to the fore-maſt, ſprit-ſaile, and ſprit-ſaile top-maſt; for theſe are the ſailes which govern the head of the Ship, to make it fall off, and to keep out of the wind; theſe head-ſailes (quarter winds) are the chief drawing ſailes.

Head-ſea. When it hath been a great ſtorm, the wind (it may be) will ſuddenly alter 6 points and more, but the ſea will go the ſame way it did, for ſome hours, then if our courſe lie to goe right againſt this ſea (as we may, the wind being altred) we ſhall meet this ſea right a-head, and ſo we call it a head-ſea: Sometimes alſo when it hath but a little wind, there will be a ſea, which will come contrary to the wind, but then, not long after, the wind will come that way, and doth ſhew, that on that point of the Compaſs, when as that ſea comes, there hath been much wind. Note, that generally, before any great ſtorm the ſea will come that way before any wind; which ſhews that the ſea out-runs the wind: the reaſon I take to be, for that the ſea being a continuate-body, one part being moved, the wind doth quickly infuſe motion to the reſt, as we ſee by the circles which a ſtone doth

make, when it is thrown into the water. Note, in head-ſeas, all ſhort Ships are bad Sailers, for they beat much againſt the ſea, but long Ships do go more eaſily, for they will ride upon two waves at once, and fall more gently into the ſea.

To Heave. As we commonly uſe the word, fling a-way, ſo ſeamen they uſe the word, heave away; for if it be but a rope, yard, or Ship, they will ſay, heave it a-way: Heave over-boord, that rope, yard, or the like; Alſo the turning about of the Capſtaine, is called heaving at the Capſtaine; Alſo when a Ship at Anchor doth riſe, and fall with the waves, they ſay, ſhe heaves and ſets.

The Heele. The Heele of the Maine-maſt, fore-maſt, or Miſſen, is nothing but that part, which is pared away a little, ſlaunting on the aftward-ſide of the foot of the maſt, like a heel, to give the Maſt leave to be ſtayed aftward on; as the *Flemmings* do eſpecially; But the Heeles of the top-maſts are ſquares, and in that they put the fid of the top-maſt.

To Heele. Is for the Ship to lie down on a ſide, whether ſhe be a floate or a-ground, and ſo ſhe heeles much or little: She heeles to Star-Boord, or to Port: Some ſuperſtitious Sea-men, when they take in goods, or victuals for a voyage, if by chance in ſtowing the proviſion ſhe heele to ſtar-boord, will ſay, it is a ſign of a long and bad voyage, for then they will ſay, ſhe heeles from hand-ward, becauſe they take in all their goods on the Lar-boord ſide; but if ſhe heele to Lar-boord, it is a ſigne of a good voyage, and ſome goods to come in: When ſhe is a-ground, we ſay ſhe heeles to the ſhore-ward, or to the offward, according as it is.

The Helme. Is that peece of timber, which the helmeſ-man doth hold in his hand, to ſteere and govern the Rudder, and one end is made faſt to the head of the Rudder, but ſo as that it may be taken off: Though the Rudder be the cauſe of the Ships working, yet the helme is the inſtrument which governs the Rudder, and therefore we impute it all to the Helme; as when we ſay, the Ship feels the Helme, or doth not feel the Helme, that is, will work, and be governed by the Helme, or not; for if a Ship be very foul, or out of her trym, or too deep, or too light, many times ſhe will not feel the Helme, but ſayle as if ſhe had none. Port the Helme: Star-boord the Helme: A mid-ſhip, or right the Helme, terms of conding, to direct which way the Steers-man ſhould

put

put the Helme : In ſmaller Ships under the rate of 500 Tun, they uſe to put a whip to the other end of the Helme, and ſo ſteer and govern the Helme by that.

To Hitch. Is to catch hold of any thing with a rope, to hold it faſt, or with a hook; and we ſay, Hitch the fiſh-hook to the flooke of the Anchor: When we hoyſe in the boate, Hitch the Tackles in the rings of the boate, or the garnet, the ſlings, that is, catching hold of it by the hook, to hoyſe in the goods.

To Hold-off. Is when we heave the Cabel at the Capſtaine, if the Cabel be very ſtiff and great, or elſe have layne in a ſlimie ozie-ground, it ſurges, and ſlips back, unleſs that part, which is heaved in, be ſtill haled away, hard from the Capſtaine, to keep the Cabel cloſe, and hard to the Capſtaine whelpes, if it be a ſmall Cabel, men may do it in their hands: but if great, then either they hold off with Nippers, or elſe (as in all great ſhips) they do bring it to the jeere-capſtaine, and this is called, Holding-off.

Honey-Combd. When a peece of Iron Ordnance (either by being Ill-caſt, or with over much wearing, is rugged, and hath little holes in the concave of the Peece, ſhe is ſaid to be Honey-combd. This is very dangerous for a croſs-bar-ſhot to catch in, or any ragged ſhot, as alſo that ſome rag of the Carthage or peece of the wad may ſtick in it, and ſo fire the powder, that ſhall inſtantly be put in; to try whether a Peece be Honey-combed, we put in a Naile, or crooked peece of wire at the end of a ſtaff, and ſo where that catches we know ſhe is Honey-combed; or elſe light a candle on the end of a ſtaff, and that will ſhew all the imperfections of the Peece.

The Hookes. The Hookes of the Ship, are all thoſe forked timbers which are placed upright on the Keele, both in the Rake, and Run of the Ship: Theſe do give the Narrowing and bredthing of the Ship in thoſe parts, according as they are framed, and they are bolted into the Keele; The compaſſing timbers which are before, and do help to ſtrengthen the Stem and fore-part of the Ship, are called breaſt-hooks.

A Horſe. Is a rope which is made faſt to one of the fore-maſt ſhrowdes, with a dead-man-eye at the end of it, through which is reeved the pendant of the ſprit-ſail-ſheates, and is for no other uſe, but to keep the ſprit-ſail-ſheates cleere of the flookes of the Anchor: Alſo when a man heaves the head of the ſhrowdes, there is a rope made

made faſt to the ſhrowdes for him to lean againſt for falling into the ſea; Alſo they uſe a roape to ſet taught the ſhrowdes, with wale-knots, one end made faſt to the ſhrowds, to the other, the Lanniers are brought, and ſo with a hand-ſpeeke turning it, they ſet taught the Halliards, this is called a Horſe: Alſo thoſe little ſhort roapes, which are ſeaſed to the middle of the top-maſt, and top-gallant-ſtages, with a block, wherein are reeved the top-taile and top-gallant bowlings, are called Horſes.

The Howld. All the room betwixt the Keilſon, and the firſt, or lower-decks, is called the Howld; and it is where all our victuals, goods, and ſtores do lie; yet it is divided into ſeveral roomes with bulk-heads, as the Stewards room, the Powder room, the Boat-ſwaines ſtore, and the like: Running the howld, ſtowe the howld, cleer the howld. *Vide* the proper names.

The Hownds. Are the holes in the Checks which are faſtned to the head of the Maſts, wherein the tyes do run, to hoyſe the yard; The top-maſts have but one hole aloft in the head of the maſt, becauſe they have but ſingle ties, and this is alſo called the Hownds.

Howlſom. We ſay a Ship is a Howlſom Ship in the ſea when ſhe will hull, trie and ride well at an Anchor, without rowling or tumbling and labouring much in the ſea: A long ſhip, which draws much water will hull well, trie well, and ride well: If ſhe draw much water, and be ſhort, ſhe may hull well, but neither trie nor ride well at an Anchor: If ſhe draw little water, and be long, ſhe may ride well, and trie well, but not hull well; If ſhe be ſhort and draw little water, ſhe will neither hull, trie, nor ride well; and therefore thoſe are the moſt unhowlſome Ships. Note alſo that the howſeing-in, or laying of the upper works of a ſhip, do much eaſe, or wrong her in all theſe manner of workings; but howſoever the over-carving of her, is bad for all, and makes her more labourſome then otherwiſe ſhe would be.

Howſing-in. When a ſhip after ſhe is paſt the bredth of her bearing, is brought in narrow to her upper-works, they ſay that ſhe is howſed-in: Moſt are of opinion, that the howſeing-in of a Ship, makes her the more howlſom in the ſea, becauſe the weight of the Ordnance, and her upper works, do not over-hang the Nail, which as they ſuppoſe would make her rowle the more, but I am ſure it takes away a great deal of room for a man of War, and the Tack will never come ſo well a-boord, as when ſhe is laid-out aloft: I have ſo much expe-

rience

rience of both ſorts, that I am of opinion if two Ships be given *cæteris paribus*, a ſhip which is laid out a-loft, not flairing but proportionably finiſhed to her other works, ſhall be the howlomer Ship; for that the counterpoiſe on either ſide (the whole weight not ſo much over hanging the perpendicular of the Keele) ſhall keep her more ſteddy, and make her the longer in fetching over a ſeele: The reaſon is the ſame, and will hold proportion in a Ship to the wacking of a Tun-Ambulus, who with equal weight will go much more ſure, if his weight wherewith he doth ſteddy himſelf, be at the end of the Long-ſtaff, which by reaſon of the greatneſs of the circle, muſt have a long time to come over his perpendicular, then if the ſame were in a ſhorter ſtaff, or in a lump together in his hand, which once inclining either way, he hath nothing by which to ſuccour and counterpoize the weight.

+ *To Hoyſe.* When they would hale up any thing into the Ship with a Tackle, or a dead-rope, or get up a yard, they call it Hoyſeing: as hoyſe the water in, hoyſe up the yards.

+ *The Hull.* Is the very body or bulk of the Ship without Maſts, Yards, Ropes or Sayles.

Hulling, Is when a Ship is at Sea, and hath taken in all her ſailes, in calm weather: It is done to ſave the ſayles from beating out againſt the Maſts, but in foul weather when they are able to bear no ſaile, the manner is no more, but taking in all the ſayles, and tying down the helme to the Lee-ſide of the Ship (and ſo if ſhe be a good conditioned Ship) ſhe will lye eaſily under the ſea and thus ſhe makes her way one point afore the beam, that is, if the Wind be at Weſt, and the Ship look South, ſhe will make way Eaſt, and by South, which is one point afore the beame: the beam will bear Eaſt and Weſt. It is not yet agreed amongſt all Sea-men, whether it be better for a Ship to hull with her top-maſt up or down: the moſt received opinion is, to have her down, in reſpect that generally they ſuppoſe the weight aloft will make her ſteele the more dangerouſly in a ſtorm. But beſides (the experience which I have ſeen to the contrary) I can give this reaſon, why it is beſt in a dangerous and deſperate ſtorm, to hull with the top-maſts up: all ſea-men will confeſs, that the weather Seele is the moſt dangerous Seele, and therefore muſt grant, that that is the ſafeſt hulling which doth moſt prevent the danger of the Seele: If her top-maſts be down when ſhe Seeles to Lee-ward, the leſſe weight over-

head ſhe hath to hinder her from coming, and rowling back over again to wind-ward, the faſter ſhe will Seele-over, and the ſhorter: ſo that meeting the wind-ward ſea ſo ſhort, and ſuddenly, it may endanger to break in and founder her, but if the top-maſt be up, ſhe muſt needs be the longer in coming-up to wind-ward, and ſo meet the ſea with more eaſe, that it may have more leiſure to break away under her; yet it is true, ſhe will make the greator Lee-Seele, but in that there is no danger, though to an unexperienced man, there may ſeem to be.

A Hullock. Is a ſmall part of a ſayle, which is looſed and left open in a great ſtorm, when we dare not have any more out, and is only uſed in the Miſſen-ſayle, when we would keep the Ships head to the ſea, with a little ſayle, making all up, excepting a little at the Miſſen-yard arm: or elſe when a Ship will not weather-coile, to lay her head the other way, we looſe (for that is the term) a hullock of our fore-ſayle, and ſo changing the helme to the weather-ſide, the Ship will fall off, and lay her head where her ſterne lay before.

I

The Ieere. Is a peece of a Hawſer, which is made faſt to the main-yard and fore-yards, cloſe to the ties of great Ships (for ſmall Ships do not uſe it,) and ſo is reeved through a block, which is ſeaſed cloſe to the top, and ſo comes down, and is reeved through another block at the bottome of the Maſt cloſe by the Deck: Great ſhips have one on one ſide, another on the other ſide of the ties; the uſe of this rope, is to help to hoyſe up the yard, but the chiefeſt is to ſuccour the ties, and to hold the yard from falling down if the ties ſhould break.

The Jeer-Capſtaine. This hath its name from the Jeer; which is ever brought to this Capſtaine to be heaved at by; It ſtands in the waſt in the hatch-way, and ſerves for many other uſes (as to heave upon the Violl, or hold off the Cabell from the maine-Capſtaine.

Iron-ſick. A Ship or boate is ſaid to be Iron-ſick, when the bolts, ſpeekes or nailes are ſo eaten away with the ruſt or the ſalt-water, that they ſtand hollow in the plankes, and ſo the Ship doth receive in water by them, and this is the reaſon why they put lead over all the bolts heads under water.

A Junck. Any peece of a Cabel that is cut off, moſt commonly any part of an old Cabel, is called a Junck; ſuch as this, they hang for fenders by the Ships ſides, or elſe unt with it, and make plats for Cabels, rope-yarne or ſinnet, if it be not too old and rotten, if it be old, then they made Ockham of it.

A Jury maſt. When by occaſion of ſtorm, or fight, we have loſt either the fore-Maſt or main-Maſt, we do reſerve (if it be poſſible) the Main or fore-yard; which we put down into the ſtep of the maſt, and ſo faſten it in the partners, and ſo take the Miſſen-yard, or if we have any other, which ſerves for a yard, which fitting with ſayles and ropes in form of the other, we make a ſhift with a ſteere, and govern the Ship.

K

To Keckle, or *Keckling.* We uſe this term only to the Cabel, and the Bolt-rope, when we fear the galling of the Cabell in the Hawſe, or the bolt-rope againſt the quarter of the Ship, we turn a ſmall rope round about it, but in manner it differs not from ſerving of other ropes, though to theſe, this ſerving is Keckling.

A Kedger, Vide *Anchor.*

To Kedge, or *Kedging.* When in a narrow River, we would bring up or down a Ship, the wind being contrary to the tide, and we are to goe with the tide, then they uſe to ſet the fore-ſail, or fore-top-ſaile, and the miſſen, and ſo let her drive with the tide; the reaſon of uſing theſe ſailes is to ſtat her about, if ſhe come too neer the ſhore: alſo they uſe a ſmall Anchor in the head of the boate, with a hawſer, that comes from the Ship; which Anchor they let fall in the middle of the ſtream: if the ſhip come too neer the ſhore, and ſo wind her head about by that, and ſo lift up the Anchor again, when ſhe is about; from this uſe the Anchor is called a Kedger, or Kedge-Anchor.

The Keele. Is the firſt timber which is laid of a Ship, and is the baſes whereon all the reſt are faſtned; and ſo much is to be accounted the Keele, as doth lie in a ſtraight line, at the one end whereof, is ſcarffed in the Stem, and at the other, is let in the ſterne-poſt; to this are all the ground timbers and hooks, fore and aft, bolted; and on them all the upper-works are raiſed: A ranck Keele, is when a ſhip hath a deep

Keele; and this is good to keep a Ship from rowleing; for if a floaty ſhip rowle too much, that hath but a ſhowle-Keele, we put to another Keele under the firſt, to make it deeper, for that will take ſome more hold in the water; and this we call a falſe Keele.

The Keele-rope. Is a rope which runs alongſt the Ship upon the Keele within the Limbers of the ground-timbers, one end coming out before, the other abaft, ſome will have this of a baſſe-rope, but the beſt is a hair rope for laſting: The uſe of it is to cleer the Limber-holes when they are ſtocked with ballaſt, or any thing elſe, ſo as the water which lies betwixt the timbers, cannot come to the well of the Pump.

Keel-ſon. Is the loweſt peece of timber within the Ships howld, which lies all along upon the ground timbers right over the Keele, through which are driven the bolts which do faſten the Keelſon ground-timbers and the Keele together.

A Ketch. Is a ſmall boat, ſuch as uſes to come to *Billingſgate*, with Maycril, Oyſters, *&c.*

Kevells. Are ſmall peeces of Timber, nailed to the inſide of the Ship, unto which we be-lay the ſheats and tacks.

Keenke. When a rope which ſhould run ſmooth in the block hath got a little turn, ſo as it comes double (as it were) this we call a Keenke: alſo the ſame is in a Cabell, if it run-out-doubling in like manner, which happens either by ill quileing of the Cabell, or by letting it run out too faſt; but if it be perceived, it is remedied by over ſetting the Cabel, elſe the Cabell very much in that place.

A Knave-line. Is a rope, the one end faſtned to the Creſ-trees under the maine or fore-top, and ſo comes down by the ties, to the Ram-head; unto which there is ſeaſed a ſmall peece of billet (ſome two foot long) with a hole in the end of it, in which hole this line is reeved, and ſo brought to the ſhips ſide, and haled up-taught to the railes: The uſe whereof, is to keep the ties and halliards from turning about one another, which being new they would be, were it not for this line; but after the halliards and ties are ſtretched a while it is taken away, and no more uſed, but on the like occaſion.

Knees. Are thoſe crooked timbers, which are ſo called, in reſpect they repreſent a mans Knee bowing; theſe do bind the beams and the futtocks together, being bolted into both of them; ſome do ſtand alongſt

alongſt ſhips, and ſome right up and down; you may eaſily know them in part where they are uſed, by the form of them.

Kneetles. Are two rope yarnes twiſted together in a knot at each end, to ſeaſe a rope, or block, or the like.

The Knights. There is the maine-Knight, and the fore-Knight; one ſtanding aft the maine, the other abaft the fore-maſt, upon the ſecond Deck, being faſt bolted to the beams: A Knight is a peece of timber wherein are four ſheevers, three for the halliards and one for the top-rope to run in, when they are hoyſed; they are commonly carved with the picture of ſome head upon them, by which they are eaſily known.

Knittlidge, Vide *Ballaſt*, for it is all one.

Knotts. There are two ſorts of Knotts, which are uſed at ſea, the one is a Bowling knot (which is ſo made, that it will not ſlip nor ſlide) with this knot the bowling bridles are made faſt to the Creengles, but it is alſo uſed in any other wayes: The other is a wale-Knot, which is a round knot or knob, made with three ſtrands of a rope ſo that it cannot ſlip. The tacks, top-ſaile-ſheats and ſtoppers, have theſe wale-knots, and many other ropes.

L

To Labour. We ſay a Ship labours in the Sea, when ſhe rowles and tumbles very much, either a Hull, or under-ſaile, or at an Anchor: A ſhip rowles moſt a-hull, when it hath been a grown ſtorme, and ſuddenly the wind ceaſes, but the ſeas continue ſtill, then ſhe will rowle, for want of wind: under-ſail a ſhip rowles moſt, right before a-wind, but bears moſt upon a-head ſea; ſo that ſome ſhips are moſt dangerous to put a-fore the ſea in a great ſtorme; and weak Ships dangerous to beat againſt the head-ſea at an Anchor; Ships rowle and labour moſt when they lie betwixt wind and tide, which is upon the turning of the tide, when the wind and the tide are contrary; and neither hath got power to make her ſtraine her Cabels, to ride with her head, either to the wind or tide.

Ladder. There are three uſual Ladders belonging to a Ship, the entring Ladder in the waſt; a ladder of ropes which hangs out of the

the gallery for foul-weather and at ſea, to come out of the boat, or go into it; and one at the beak-head, which is made faſt over the bolt-ſprit to get up upon the bolt ſprit by: The *Venetians*, and moſt *Levant* Ships, and alſo *Spaniſh* Gallioons have Ladders, which go into the top, and come down abaft the ties, for they ſeldome go up by the ſhrowdes.

To Lade. Is to fill the Ship with goods or proviſion, for when the Howld is full they ſay, ſhe hath her ladeing; Alſo to charge a peece of Ordnance, is to Lade the Ordnance; alſo ſome ſay, Lade the water out of the Boate.

A Ladle. Is that wherewith we put the powder into a peece of Ordnance, when we take the powder out of a Budge-barrel; we never uſe that in fight, unleſs we have ſpent all our Carthrages, for they are both troubleſome, and not ſo ſpeedy, and dangerous for ſcattering of powder.

Land-fall. Is as much as the falling with the Land, as thus, If we ſay we ſhall ſee Land, ſuch a day, and that it fall out ſo juſt according to our reckoning, we ſay, we have a good Land-fall; or if we be miſtaken, then we made a bad Land-fall.

Land-locked. When we are in any Road or Harbour, ſo that the Land lies round about us, and the ſea lies not at any point open upon us, we ſay we ride Land-locked, theſe are very good Roads and Harbours; for no ſea can come in to wrong the Ship.

Land-to. By this is meant juſt ſo far off at ſea as we can ſee the Land: as when we direct one to lie off at ſea in the hight of a Cape-land-to, that is ſo neer, and ſo far off, as he may even juſt ſee and diſcerne the land, and no neerer.

A Land-turne. Is the ſame off the Land, that a Breize is off the ſea, only differing that the Land-turne comes by night, and by ſea-turn, or Breize by day. *Vide* Breize.

A Langrell. Is a looſe ſhot, which goes in with a ſhackle, to be ſhortned when it is put into the Peece, and to flie out at length when it is diſcharged, with a half bullet, either of Lead or Iron at the either end: This is good ſhot neer hand, to uſe out of our Ordnance, to cut down Maſts, Yards, Ropes and Sailes; and alſo it will do much execution among the men aloft; but it is not uſed betwixt wind and water, for it will not pierce a good Ships-ſides.

Laniers.

Lanirs. Are the ſmall ropes which are reeved in the dead-men-eyes, of all the ſhrowdes and chaines; and the uſe of them, is either to ſlacken, or to ſet taught the ſhrowdes: alſo all the ſtayes belonging to any Maſts (whether they have Blocks or Dead-men-eyes belonging to them) are ſet taught by a Lannier; alſo the ſmall rope which makes faſt the ſtopper of the halliards to the halliards, is called a Lannier.

Large. When a Ship goes neither by a-wind, not before a wind, but as it were, betwixt both (that is quartering) and ſuch a wind that carries her ſo, we call a large-wind.

To Laſe, or *Laſing.* Is the proper term, for putting-to the Bonnet to the Courſe, or the Drabler to the Bonnet, as Laſe on the Bonnet: Alſo we ſay, Laſe on the Netting to the Roof-trees or the Waſt-trees.

To Lash, or *Laſhers.* When we bind any thing up to the Ships ſides or Maſts (as Pikes, Muskets, or a Butt to the Maſt, or the like, as fiſhes and ſpare top-Maſts without-boord) we call it laſhing to, but the Laſhers chiefly are thoſe ropes, which do bind-faſt together the tackles and breechings of the great Ordnance, when they are haled within-boord: The reaſon is, becauſe the breechings cannot be haled-up taught by hand, therefore this rope is brought about the breeching and tackles a little before the carriage, right under the Peece, and ſo laſhes them faſt together.

Lasking. Note that when we ſay, a Ship goes Lasking, Veering, Quarter-winds, Large and Roomer, it is in a manner all one, for then they neither go by a wind, nor before.

Latchets. Are ſmall lines, which are ſown into the Bonnets and Drabler like loopes, wherewith they laſe the Bonnet to the Cowrſe, or the Drabler to the Bonnet, putting them into the Eylot-holes, and ſo laſeing them one over another.

Launch. This word is uſed inſtead of put-out, as we ſay; Launch a Ship out of a Dock, or out of the Key; Launch the boate, launch-out, or launch in the Davit; Launch out the Capſtaine barrs: Alſo in an other ſenſe, when they have hoyſed-up a yard high enough, or the top-Maſt, they cry Launch-hoâ, that is, hoyſe no more: Alſo in ſtowing the howld, they will ſay, Launch aft, or launch fore-ward, when they would have a Butt or the like brought fore-ward, or aft-ward-on, alſo when they are Pumping, if the Pump ſucks, then they cry Launch-hoâ, that is, pump no more.

To

To Lay a Land. When we are ſailed out of ſight of a Land ſo that we cannot ſee it, we ſay, that we have layed the line; but if it be ſo that ſome other point of Land do hinder us from ſeeing it, then we ſay, that we have ſhut in, or ſhut it into the other point.

A Leake. There is no ſhip ſo tight, but that with her labouring in the ſea, (nay though ſhe ride in Harbour) ſhe will make ſome water, but we ſay a ſhip is Leake, when ſhe makes more water than is ordinary, which is ſome hundred ſtrokes in 24. or 48. hours: The cauſes of Leakes are, either the ſtarting ſome Treevells, the opening of the Seams, the eating of the Worms, or elſe by receiving ſome ſhot under water: The wayes of ſtopping are but two, either within boord, (which can hardly be, if the Leake be low amongſt the ground-timbers or the hookes; but then the beſt remedy is, to drive down Tallow and Coals mingled together; raw-Beef, Oat-meal-bags or the like) if it can be come at, then it is eaſily ſtopped with Lead; if it be a ſhot, they drive-in a Plug, with ſome Canvas about it; The other is without-boord; when it is eaſily ſtopped (if it be not too low) by heeling the Ship over on the other ſide, and ſo nailing Lead over it; but if it be low, then to ſtitch a Bonnet, or a Netting which is better with long rope-yarnes opened, and ſo ſucking it under the Keele, to bring it againſt the Leake: the in-drought of the water will ſuck in the Ockham, and ſo ſtop her ſelf; but this will not continue long; when a Ship is Leake, the term is, ſhe hath ſprung a Leake, or ſhe makes much water.

Ledges. Are thoſe ſmall peeces of timber, which come thwart ſhips, from the Waſt-trees to the Roof trees to bear up the Nettings: or ſo if there be a grating over the half-Deck.

Lee. This word is many wayes uſed, but generally the Lee is underſtood for that which is oppoſite to the wind: The Lee-ſhore, that is, the ſhore againſt which the wind blowes; yet to be under the Lee of the ſhore, is to be cloſe under the weather-ſhore, that is, whence the wind doth come: a-lee the helme, that is, put the helme to the Lee-ſide of the ſhip: In conding they uſe to call him at helme, to have a care of the Lee-latch, that is, to look that the ſhip go not too lee-ward of her courſe (a Lee-ward ſhip, is one that is not faſt by a-wind, and doth not make her way ſo good as ſhe might: To come by the Lee, or to lay a ſhip by the Lee; is to bring her ſo, that all her ſailes may lie againſt the Maſts and ſhrowds flat, and the wind to come right on her broad-

broad-ſide, ſo that the ſhip will lie as it were ſtark ſtill, or if ſhe make any way, it will be with her broad-ſide right with the beam: The manner of bringing a ſhip by the Lee(if ſhe have all her ſails a boord) is to bear up the helm, hard to win-ward: Let riſe the fore-tack and veer out the main-ſheat, and take in the Miſſen, or peak it up (which is called Spelling the Miſſen.)

The Lee ſange. Is a rope which is reeved into the Creengles of the Courſes, when we would hale in the bottom of the ſail, to laſe on the Bonnet, in a ſtrong gale, they ſerve alſo to help to take in the ſail.

The Leetch. The Leetch of a ſail, is the outward ſide or skirt of the ſail, from the earing to the clew; the middle betwixt which is eſpecially to be accounted the Leetch.

Leetch-lines. Are ſmall lines which are faſtned to the Leetch of the top-ſails (for they belong to no other ſails) and are reeved into a block at the yard, cloſe by the top-ſail-ties: The uſe whereof is, when they take in the top-ſails, to hale-in the Leecth of the ſail; and note, they ever hale the Lee-leetch line firſt, for then the reſt will come in with more eaſe.

Leggs. They are called the leggs of the Martnets, and are ſmall ropes, put through the Bolt-ropes of the main and fore-ſail, in the Leetch of the ſail, neer a foot of length, and ſo at either end being ſpliſed into themſelves, they have a little eye, whereinto the Martnets are made, with two hitches, and the end ſeaſed to the ſtanding-part of the Martnets.

Lett fall. Is a phraſe generally uſed for the putting out any ſails, when the yards are aloft; but not if the main-yard and fore-yard be ſtroken down, ſo as that the ſails may be looſed before the yards be hoyſed; but moſt properly, it is uſed to the main-ſail, fore-ſails, and ſprit-ſail (for to top-ſails the more proper term is, heave-out your top-ſails) becauſe they do lie in the top; and to the Miſſen-ſail, we ſay, ſet the Miſſen, and not let it fall.

Lifts. Are ropes which belong to the yard-arms of all yards: and do only ſerve to top the yard arms, that is, to make the ends of the yards hang higher or lower, or even, as we liſt. But the top-ſail lifts, do ſerve for ſheats to the top-gallant-yards, as well as for lifts to the top-ſail yards; the haleing of them, is called topping the Lifts, as top-a ſtar-boord, or top a port, that is, hale upon the ſtar-boord, or lar-boord-lift.

Limbers, or *Limber-holes.* Are little ſquare holes, cut in the bottome of all the ground-timbers and hooks next to the Keele, right over the Keel (about 3. or 4. inches ſquare) the uſe whereof, is to let the water paſs to the well of the Pump, which elſe would lie betwixt the timbers; into theſe is put the Keele-rope.

Linſ-pins. Are only uſed about the Trucks of the Carriages, to keep on the Trucks upon the Axeltree, being little Iron pins juſt the ſame that keep on Coach wheels.

Lockers. Any little boxes, or as it were, Cubbords which are made by the ſhips-ſides, to put in ſhot by the Peeces, or in any other places, are (by a common name) called Lockers, we have them to every Peece, to have the ſhot lie ready, if on the ſudden we ſhould have occaſion; but in fight the ſhot lies not there, but in a rope made like a ring, which lies flat upon the Deck; ſo that the ſhot cannot do ſo much hurt, if that another ſhot ſhould light amongſt it.

A Logg-line. Some call this a Minute-line; it is a ſmall line with a little peece of a boord at the end, with a little lead to it, to keep it edg-long in the water; the uſe of it is, that by judging how many faddome this runs out in a Minute, to give judgment how many leagues the ſhip will run in a watch, for if in a minute there run out 14. fadom of the line, then they conclude that the ſhip doth run a mile in an hour, (for 60. (the number of minutes in an hour) being multiplyed by 14. (the number of faddome) make juſt as many places as are in a mile) ſo accordingly, as in a minute, there runs out more or leſs, they do by judgement allow for the ſhips way; but this is a way of no certainty, unleſs the wind and ſeas, and the courſe would continue all one; beſides the error of turning the Glaſs, and ſtopping the line both at an inſtant, ſo that it is rather to be eſteemed as a trick for a concluſion, than any ſollid way to ground upon: the manner of doing it is, one ſtands by with a Minute-glaſs, whilſt another out of the gallery lets fall the logg, juſt as the logg falls into the water the other turns the glaſſe, and juſt when the glaſs was even out, he cries ſtop, then he ſtops, and reckons how many faddom are run out, ſo gives he judgment.

The Looſe. The Looſe of the ſhip is counted that part aloft of the ſhip, which lies juſt before the Cheſ-trees, as far as the Bulk-head of the Caſtell; and therefore we call thoſe peeces of Ordnance which lie there, the looſe-peeces: Looſe-up, a term in conding the ſhip, to have him

him keep her neer the wind: Loofe into a Harbour, that is, to keep cloſe to a wind, and ſo go into it: Keep your looſ, that is, to keep cloſe to the wind: to ſpring ones Looſe, that is, when the ſhip is going large, to clap-cloſe by a wind.

A Looſe-hooke. Is a Tackle, with two hooks; one to hitch into a Creengle of the Main and fore-ſail, which Creengle is in the bolt rope of the Leech of the ſail not far above the clew; and the other to hitch into a ſtrap which is pliſed into the Cheſ-tree, and ſo to bowſe down the ſail; the uſe whereof, is to ſuccour the tackle in a great gale, that all the force and ſtreſſe may not bear up the tack, and alſo it is uſed when we would ſeaſe the tack ſurer, or the like.

A Loom-gale. Vide *Gale.*

To Loome. The Looming of a Ship is (as you would ſay) the very perſpective of a ſhip; for the word is uſed in this ſenſe, a ſhip loomes a great ſail; that is, ſhe ſeems to be a great ſhip: ſhe looms but ſmall, that is, ſhews, or ſeems to be but a little ſhip.

A Luſt. When a ſhip heels a little to Star-boord or port, we ſay, ſhe hath a Luſt that way, though this happen by ſtowing her Howld unequally: but moſt properly, a ſhip is ſaid to have a Luſt to one ſide or other, when out of her own mold and making, ſhe hath a kind of inclination to one ſide more than to the other; or it may be by the unequall weight of timbers; for it is a very hard matter, to carry a ſhips works ſo even, but that there ſhall be ſome ſmall difference; I have ſeen the experience in many ſhips, that being equally ballaſted, they would carry a greater ſail, ſtop leſs, and go better upon one tack than upon the other.

Lie under the ſea. When in a ſtorm we are a-hull, and make faſt the Helm a-lee, ſo as the ſea doth break upon the bow and broad-ſide of the ſhip, we ſay ſhe lies, or is laid under the ſea.

M

To Man. We ſay a Ship is well Man'd, when ſhe hath men enough to uſe her Ordnance, trym her ſails, and ply a convenient number of ſmall ſhot, beſides the Surgeons, Carpenters, and ſome to hand along powder, and other Men that are neceſſary, but not fighters; I mean ſo as that men being appointed to their charge ſhall only

intend that; though it be true that a man may ſtep from a Gun to a rope, or from a rope to uſe a ſmall ſhot, and the like, and therefore it may be thought there ſhould not need ſo many; yet I would have thoſe things done, as works of Supererogation, not as being forced to them, for if neceſſity then require, whilſt the ſails are a trimming, the Ordnance or ſmall-ſhot muſt lie ſtill: What inconvenience the want of ſufficient manning is, in a Man of War, they can beſt tell, who have been beſt experienced in that labourſome fight at ſea, which many times doth not only laſt for a day, but two or three: for mine own par, though I might well be aſhamed not to know, and dare to do as much with a few men, as any other, yet to ſpeak my conſcience, and tell my mind cleerly, were I worthy to command the Kings ſhips in any ſervice, I would rather have twenty men too many, than ten too few: A Marchant-man, is counted well manned when he hath double ſo many men, as would elſe barely ſail his ſhip, yet commonly they looſe their ſhips rather for want of men, then deſire to ſave themſelves; for though for a while, he may defend himſelf, yet the Man of War will be ſure of him, if he can have ſea room, and time enough; When they would have men to go heave at the Capſtain, they ſay, man the Capſtain; alſo when ſhips meet, and deſire to ſhew all their men, they are commanded to come all up a-loft, and this they call manning the ſhip. So when men are commanded to go up into the top, to take in the Top-ſails, they ſay, man the top well (that is) a ſufficient number of men to go into the top, to take in the ſail; alſo man the Boat.

Man of War. I do not mean to deſcribe what a Captain or man is, who is a man of War but a Ship of War (which is called a Man of War among Sea-men) making uſe of the figure *Metonimia*, (*continens pro contento*) Theſe qualities, commodities and conditions, I require in a ſhip, which I would ſay ſhould be a right brave man of War: firſt, ſhe muſt ſail well; ſecondly, be roomie betwixt the Decks; thirdly, fluſh without any falls, (for hindering men to paſs too and fro at eaſe,) ſhe muſt bear out her lower tire all reaſonable fitting weather (which if ſhe do, the lower ſhe carries them the better) her chaſe and bow muſt be well contrived, to ſhoot as many Peeces right fore-ward, and bowing, as may be (for thoſe parts come to be moſt uſed in fight) the Ordnance not to lie right over one another, but ſo, as that upon the leaſt yawe of the helm, one Peece or other

other may ever come to bear: And laſtly, ſhe muſt bear a ſtowte-ſail, ſuch a ſhip well manned, with men convenient to ply their Ordnance, handle the ſails, and uſe ſome ſmall ſhot, were worthy to be called a Man of War; That ſhip which wants any of theſe, is like a a Souldier who ſhould want either a hand, a legg, or an arm.

The Manger. Is a place made with plenks, which are faſtned upon the Deck, right under the hawſe (ſome foot and a half high) and ſometimes is made like a Triangle, meeting at the outward angle aft-ward, either a baſt, or before the fore-maſt; the uſe whereof, is only to receive the water which comes in at the hawſes, when the ſhip rides an Anchor in great ſtreſſes, that the water ſhould not run aft in the Decks, and ſo in howld (as it may) Some ſhips, whoſe hawſes lie high, and that do ride eaſily in the ſea, need them not; but other have much uſe of them.

Marling. Is a ſmall line made of untwiſted hemp to be more gentle and plaint than other lines, and it is alſo tar'd, the uſe whereof is to ſeaſe the ends of ropes from farſing out, alſo they uſe to ſeaſe the ſides of the ſtraps at the arſſe of the blocks together with this: Alſo if a ſail be ript out of the bolt-rope, then (if they have haſt, or cold weather, ſo as they cannot ſow it in) they take Marling, and with that (put through the eylot-holes) they make faſt the ſail to the bolt-rope; this is called marling the ſail.

Marling-ſpeeke. Is a ſmall ſpeeke of iron, made of purpoſe for the ſpliſing together of ſmall ropes, and alſo to open the bolt-ropes when they ſow in the ſail.

Martnetts. Are ſmall lines, which are faſtned to the leggs on the leetch of the ſail, and ſeem like Crow-feet, the fall being reeved through a block and the top-maſt-head, and ſo comes down by the Maſt to the Deck: The Martnetts of the top-ſails are in the ſame manner, to the head of the top-gallant maſt, but their fall comes no farther than the top, where it is haled; when they are to hale theſe Martnetts, the term is, top the Martnetts: the uſe of them are to bring that part of the Leetch of the ſail which is next to the yard-arme, up cloſe to the yard, when we farthel the ſail; theſe moſt commonly belong to the two courſes; yet many great ſhips have them to the top-ſails and ſprit-ſails.

Maſts. The Maſting of a Ship, is of much importance to the ſai-

ling and conditions of a ſhip; for if ſhe be over maſted, either in length or bigneſs, it will over-charge the ſhip and make her lie-down too much by a wind, and labour too much a-hull; if ſhe be under-maſted, (that is too ſmall, or too ſhort) then ſhe looſes the benefit and advantage of ſpreading ſo much more ſail to give her way: There are ſome differences, in the proportioning of Maſts, according to the uſe of the ſhip, for thoſe which are to go long voyages, are not to be maſted according to true proportion, but to be made ſhorter, and bigger than ordinary, for fear of ſpending them in a long journey, where they cannot be repaired: But the rule and way whereby we give the true proportion, for the length of any Maſt is, to take $\frac{2}{3}$ of the bredth of the ſhip, and that multiplied by 3. ſhall give the juſt number of feet, that the main-maſt ſhall be of in length; the bigneſs to be one inch to a yard in length, but more, if it be a made-maſt; for example: Take a ſhip, whoſe bredth is 30. foot, four fifties of 30. are 24. foot; ſo I ſay, that this ſhips main-maſt muſt be 24. yards long, for every yard is 3. foot, and 24. inches through, allowing one inch to every yard: The fore-maſt is in length to be $\frac{4}{5}$ of the main-maſt, which will be 20. yards lacking one $\frac{1}{5}$ part of a yard, and 20. inches through, The bolt-ſprit ever the ſame in length and thickneſs with the fore-maſt, the miſſen maſt to be half the length of the main-maſt, which will be 12. yards long, and 12. inches through: and ſo this is the true proportion for the Maſts of a Ship, which is 30. foot broad at the beam: For as we take the proportion of the length of our yards from the Keele, ſo do we take the proportion of her Maſts from the beam, or bredth of the ſhip. A long-maſt is termed a tawnt-maſt; a ſhort-maſt is termed a low-maſt.

Matts. Are broad clowts weaved of ſynnet and thrums together, (and ſome are made without thrums) the uſe whereof is to ſave things from galling, and are uſed in theſe places: To the main and fore-yards, at the ties, (to keep the yards from galling againſt the maſt) upon the Gun-wale of the Looſe, (to keep the clew of the ſail from galling there) upon the bolt-ſprit and beak-head, to ſave the clew of the fore-ſails.

Mettle. By ſpeaking of the mettle of a peece of Ordnance, is commonly meant, not the quality, but the quantity of the mettle whereof it is made: (as to diſpert the mettle: *Vide* diſpert: (When they ſay, the Peece is laid under-mettle, that is, with her mouth lower than the breech;

breech; or contrary, ſhe lies over-mettle if the mouth lie higher than the breech: and if ſhe lie point-blank, then they ſay, ſhe lies right with her mettle: So that it ſeems, becauſe the breech hath moſt mettle, they do more ſingularly attribute the word Mettle to that, than any other; if a Peece have much mettle in any part, they ſay, ſhe is well fortified, and ſo contrary.

The Miſſen. When we ſay the Miſſen, it is meant, that we ſpeak of the ſail, not of the maſt. (as ſet the Miſſen, that is, fit the Miſſen-ſail;) change the Miſſen, (that is, bring the yard to the other ſide of the maſt; and ſo the tack to the other boord:) And ſo, ſpeek the Miſſen, (that is, put the yard right up and down by the maſt:) Spell the Miſſen (that is, let go the Sheat and peek it up) the uſe of the Miſſen, is to keep the ſhip cloſe to a wind. Note, if a ſhip gripe too much, then we uſe no Miſſen, for then ſhe will never keep out of the wind; Sometimes alſo, we uſe the Miſſen when we are at an Anchor, to back the ſhip a-ſtern, to keep her from fouling her Anchor upon the turning of the tide: (ſometimes alſo, we tie with the Miſſen: Some great long ſhips require two Miſſens, then they call that next the main-maſt, the main-miſſen; that next the Poop, the Bonaventure Miſſen.

The Miſſen-Maſt. Vide *Maſt.*

The Miſſen-Sail. Vide *Sail.*

The Miſſen-Top Maſt. Vide *Top-Maſt.*

The Miſſen-Yard. Vide *Yard.*

To Moor, or *Mooring.* To Moore a ſhip, is to lay out her Anchors, as is moſt fit for the ſhip to ride by in that place where ſhe is: for there are theſe kind of Moorings: Firſt to moor a croſſe, or thwart, which is to lay one Anchor on one ſide a river, and the other on the other, right againſt, ſo as both Cabels (either for Ebb or Flood) may bear together: Next, to Moor alongſt, that is, to lay one Anchor right in the middle of the ſtream on a head, and the other a-ſtern, and this is, where there is fear driveing a ſhip; for then both the Cabels will bear together, if ſhe Tallee in upon either ſhore: The third, is Mooring water-ſhot, that is (as you would ſay) quartering betwixt both, for this is neither a-croſſe the tide, nor a-longſt the tide; when they come into any place, they perceive where, which way, and upon what point of the Compaſs, the wind or ſea is like to endanger them moſt, and ſo juſt there they lay-out an Anchor, and this they call Moor-

ing

ing for Weſt, North-weſt, or as the point is: Note, that a ſhip is not ſaid to be Moor with leſs than two Anchors a ground, yet if ſhe have but one a-ground and a Hawſer, a-ſhort (which is called a proviſo) we ſay ſhe is Moored, with her head to the ſhore.

To Mount. Mounting a peece of Ordnance, is taken in two ſenſes, that is, either to put them upon, and in their Carriages, (as we ſay, the ſhips Ordnance are not Mounted, that is, not on their Carriages) or elſe when they are in their Carriages, and the mouth of her lies too low for the mark, we ſay, Mount the peece higher; But if ſhe lie with her mouth too high for the mark, we ſay, Let fall the Peece a little, and not diſ-mount the Peece; for to diſ-mount the Peece, is to take it out of the Carriage, or that the Carriage is not ſerviceable: as in fight, when a ſhot hath taken, or broken a Carriage, we ſay, the Peece is diſ-mounted.

Munck-ſeame. This is a kind of ſowing the canvaſſes of the ſails together, the edge of the one is ſown over the edge of the other, and ſo it is ſown on both ſides; this is the ſtrongeſt way of ſowing the ſails.

Murderers. Are ſmall Iron or Braſs Peeces with Chambers: In Marchant men they are moſt uſed at the Bulk-heads of the fore-caſtle, half-deck, or ſteeridge; and they have a Pintell, which is put into a ſtock, and ſo they ſtand and are traverſed, out of which they uſe Murdering-ſhot, to ſcowr the Decks, when men enter, but Iron Murderers are dangerous for them which diſcharge them, for they will ſcale extremely, and endanger their eyes much with them: I have known divers hurt with ſhooting them off.

N

Neale-tov. That is, when it is deep water cloſe to the ſhore, (as you would ſay, a Bank,) that is right up and down without any ſhowling.

Neapes, or *Neape-Tide.* When the Moon is in the Midſt of the ſecond and laſt quarter, then we have Neape-Tides: the Etimologe of the word I know not; but the meaning of it is this; The Neape is oppoſite to the ſpring, and there are as many dayes allowed for the Neape or falling of the Tides, as for the ſpring or riſing of the Tides:

Theſe

Theſe do cauſe, that where it doth not ever flow h gh enough, we are forced to ſtay for the launching and grounding, and alſo for going over ſome Bar, till a ſpring: Note in Neape-tides, the water is never ſo high nor ſo low, as in the ſpring tides: Alſo the tides never run ſo ſwift in Neapes, as it doth at ſprings: Note, that as the higheſt of the ſpring, is three dayes after the full, or change of the Moon, ſo the loweſt of the Neape, is four dayes before the full or change; and when we ſay it is dead-Neape, when a ſhip lacks water, ſo that it doth not flow high enough to bring her off he ground, or out of a Dock, we ſay ſhe is be-Neaped: So if a ſhip be within a Bard-Harbour, that there lack water to carry her over till the ſpring, we ſay, ſhe is be-Neaped.

The Needle. Is that Iron wire which is made faſt to the Flie of the Compaſs; and is that which gives the motion to it, being touched with a Load-ſtone: The beſt for to receive and retain the vertue of the ſtone, are made of Steel, and the beſt form is to make them round with two ſmall points, directing to the North and South: For in this form they do moſt equally prize the Flie. Who would underſtand more of theſe, let him read Dr. *Barlow's* Book of the Load ſtone, where all things belonging to the Needle, are moſt exactly and compendiouſly ſet down.

Nettings. Are thoſe ſmall ropes, which are ceaſed together with rope-yarns, in the form of a Net, with Maſhes, and are for the moſt part only uſed in the waſt (yet I have ſeen *Flemmings* have Nettings over all, from the top of the fore-caſtle over the Poop, and are ſtretched upon the Ledges, which are placed from the waſt-trees to the roofe-trees:) In Merchant-men it is chiefly uſed, having a ſail laid over it, for to ſhadow their men, and for a cloſe fight: but I think they are in an error, for it is moſt dangerous for fiefing; of ſmall defence if men enter, being quickly cut down, and being once torn-down (as it may eaſily with ſmall carpnels) cloy all the waſt. In a man of War, it is good to have them for the pleaſure and ſuccour of the company, but not to uſe them in fight.

Netting-ſailes. Are the ſails which they lay upon the Nettings.

Nipers. Are ſmall ropes (about a faddom and a half, or two faddom long) with a little Truck at one end (or ſome have only a wale-knot) the uſe whereof is to hold-off the Cabel from the main-capſtain, or the geer capſtain, when the Cabel is either ſo ſlimy or

ſo great, that they cannot ſtrain it, to hold it off with their hands only.

O

To Obſerve. Is to take the height of Sun, or Star, with any inſtrument, whereby we know in what degree of latitude the ſhip is: I need not ſay much of this, for it would require many lines, and is taught in every book of Navigation.

Ockham. Is nothing but old-ropes, or others untwiſted, and ſo pulled out as it were into looſe flax again, alſo, toe, or flax being ſo imployed about a Ship, is called white Ock-ham; The uſe of this is to drive into the ſeams, and to all parts where they ſuſpect water may come in, as the heads of the treenels, *&c.* White Ock-ham is beſt to drive firſt into the ſeam next the water, when it is rowled up, ſo as when the caulker drives it, in it is rowled a thred of Ock-ham.

The Offing. By this is meant, as much as to ſay, out in the open ſea, from the ſhore-ward; as if I be at ſea in a ſhip, the ſhore on one ſide me, and on the other ſide to ſea-boord, another ſhip, ſhe is in the offing: So if a ſhip be ſailing into the ſea-ward foreward the ſhore, we ſay ſhe ſtands for the offing; So when a ſhip (as in our Channel) keeps in the middle of the Channel and comes not neer the ſhore, we ſay ſhe keeps in the offing.

Off-ward. Is a term uſed, when a ſhip is aſhore, and heels to the water-ward, fromwards the ſhore, they ſay, ſhe heels to the off-ward: Or if her ſtern lie towards the ſea, we ſay her ſtern lies to the off-ward, and her head to the ſhore-ward.

Orlopp. The Orlopp, is no other but the Deck (as we ſay) the lower Deck, the ſecond Deck; ſo you may as well ſay the lower Orlopp, or the ſecond Orlopp: and indeed it is commonly held the proper ſpeech to call them the firſt Orlopp and the ſecond Orlopp: for this word Orlopp ſeems to be appropriated only to theſe two Decks: for if a ſhip have three Decks, they never call the upper-moſt, which is the third, by the name of Orlopp, but by the name of Deck, as to ſpeak of them they will ſay, ſhe hath a tire of Ordnance, on the firſt and ſecond Orlopp, and alſo the upper Deck.

Overſett. When a ſhip at ſea, with bearing too much ſail is born-

born-over on a ſide and ſo founded in the ſea, we ſay ſhe was over-ſet: Sometimes with an extraordinary wind, the ſhip may be over-ſet, with nothing but the power which the wind may have over her Hull (eſpecially if the wind and current go contrary: I have heard ſome ſay, that diſemboa-guing out of the *Indies*, by *Cape Florida* (where the current ever ſetts very ſtrong to the North-ward) that if they have met with a guſt at the North-ward having power over the Hull of the ſhip a-loft, and the current ſetting to wind-ward, having power of the Hull alone, they have been in great danger of foundring: Alſo the turning over of the Cabel or ſmall rope which is quoiled-up, is called over-ſetting; as over-ſet the Cabel, *&c.*

Over-throwe. When a Ship, that is brought to be trimmed a-ground doth fall-over on a ſide, we call it over-thrown, and not over-ſet; the reaſon whereof is, her want of floor to bear her upon, and ſometimes it may happen by the indiſcretion of thoſe who bring the ſhip a-ground, heeling to the off-ward, if the ground be too ſte-pie, whenas they ſhould heel her to the ſhore-ward; to prevent which, we have no way but to ſhore her up with her top-maſt and yard.

The Out-licker. Is a a ſmall peece of timber (ſome 2. or 3. yards long, as they have occaſion to uſe it) and it is made faſt to the top of the Poop, and ſo ſtands right out-aſtern, at the outwardmoſt end, there is a hole, into which the ſtanding part of the ſheat is made faſt, and ſo being reeved through the block of the ſheat, is reeved again through another block, which is ſeaſed to this peece of timber neer the end, and ſo the uſe of this is to hale down the Miſſen ſheat to it. This ſeldome uſed in great ſhips, but the cauſe why in any ſhip it is uſed, is for that the Miſſen-maſt is placed ſo far aft, that there is not room enough within-boord, to hale down the ſheat flat, and ſo are forced to uſe this without-boord. The ſmall *French* Burtons and Allowns, do uſe this moſt of any ſhips which I have ſeen; and generally all *New-caſtle* Carnels have them.

Oze, or *Ozie.* Is a ſoft ſlimy, muddy ground, this is no good ground to ride at Anchor in, for the Anchors will not hold her in great ſtreſſes: but the beſt way to make them hold, is to ſhooe them, and in ſome places that will not ſerve neither: Beſides this is very bad ground for rotting of Cabels; if a man would have a ſhip lie long a-ground, it is beſt laying her in Oze, for there ſhe will lie very ſoft

and eaſily; for ſhe will quickly Duck her ſelf there: It is very bad alſo for rotting the Planks, and the Ocham, which is in the ſeams.

P

A Pantch. Thoſe Mats made of Synnet, which are made faſt to the Main, and fore-yards (to ſave them from galling againſt the Mats) are called Pantches, by a proper name.

A Parbuncle. Is a Rope, which is uſe in the nature of a pair of Slings: It is a rope ſeaſed together at both ends, and ſo put double about the Cask, to hoyſe in by, and the hook of the Runner is hitched into it, to hoyſe it in: this is the quickeſt way of Slinging the Cask, but not ſo ſure a way for Slipping as the Slings.

To Parcell, or *Parcelling.* Is to take a little Canvas (about the bredth of a hand) and ſo lay it over a Seam, which is firſt Caulked: and it is moſt commonly uſed alongſt the ſhips-ſides, over the Cabbin. Then heat a little Pitch and Tar very hot, and pour upon this Canvas, and all this together is called Parcelling a Seam.

Parrells. Are thoſe things made of Trucks, and Ribbs, and Ropes, which go about the Maſt, and are at both ends made faſt to the yard, and are ſo made with Trucks and Ribbs, that the yard may ſlide-up eaſily. Theſe alſo with the breſt Rope, do hold the Yard cloſe to the Maſt.

The Partners. Are thoſe Timbers, which are Bolted to the Beams, and do compaſſe the ſhoot in the Maſt at the Deck: and are the ſtrength that do keep up the Maſt ſteddy in the Stepp. And alſo that it ſhould not rowl-out the ſhip-ſides; There are Partners at the ſecond Deck, in the ſame nature, but the Miſſen hath but one pair of Partners: The Maſt doth uſe to be wedged faſt in theſe, from ſtirring or wagging; yet I have ſeen ſome ſhips that would not ſail well, unleſs the Maſt were looſe) and as they term it, had leave to play in the Partners, but in a Storm it is dangerous to let the Maſt have any play, for fear of wronging the Partners, which if they ſhould give way, there is no remedy but to cut the Maſt by the Boord.

A Paſſertdo. Or more properly, a Nepas-artua-Rope, Is any Rope where-with we hale-down the ſheat-Blocks of the Main, and

and fore-ſails when they are haled aft the Clew of the Main-ſail to the Cubbridge head of the Main-Maſt, and the Clew of the fore-ſail to the Cat head; and this is done, when the ſhip goes large.

The Pawle. Is a little peece of Iron, bol ed to one end of the Beams, or the Deck, cloſe to the Capſtain, but ſo eaſily that it hath leave to turn about: This is it, againſt the which the wheels of the Capſtain do bear, when they would have the Capſtain kept back from turning back a-gain, and therefore they ſaid, heave a Pawle: that is, heave a little more, that the Pawle may catch hold of the whelpes: This is very neceſſary ſometimes, when they heave up the Anchor in a great ſea-gate, to hold faſt, leaſt the force of the Sea, yerking up the ſhip ſuddenly, ſhould fling men from the Capſtain. That is called the Pawling the Capſtain; and when they would have the Capſtain go back, they ſay, un-Pawle the Capſtain.

To Pay. Is the ſame that Parcelling is, only wanting the Canvas: for we call it, Paying a Seam, when after it is Caulked, we heat Pitch to lay upon the Seam, to keep it from being preiſed with the water: we alſo uſe no Tar to this: Alſo when we grave a ſhip, we call the laying on the ſtuff (what ere it be, Rozen and Brimſtone, and Oyle, or the like, Paying her: for they ſay, Pay her up the Bends: Pay thick, or the like.) Alſo when a ſhip is to Tack, and all her Sails are a-Back-Stayes (that is flat againſt the ſhrowds and Maſt, ſo as we are ſure ſhe will not fall back again) we ſay ſhe is Payed, and then we let riſe the Tack, and hale the ſheats, and ſo come to lay the head the other way.

A Peeke. To heave a Peek, Is to heave the Hawſe of the ſhip right-over the Anchor, ſo that the Cabel is then right perpendicular betwixt them. To Ride a Peek, is to have the Main-yard, and fore-yard hoyſed-up, and ſo one end brought up cloſe to the ſhrowds, the other being raiſed up, and ſo are they done to contrary ſides: the Star-boord-yard-arme of the Main-yard coming down to the Star-boord ſide, and the Lar-boord of the fore yard, ſo the yards ſeem to croſs one another, like St. *Andrew* croſs. The manner of doing it is from the Main yard letting go Star-boord-Top-ſaile ſheats: and Topping-up the Lar-boord Liſts; and ſo contrary-wiſe for the fore-yard. To Ride a Broad Peek, is to Ride in the ſame manner, but the yard muſt be but half maſt high; they never likely Ride in this manner

manner with their yards, but in a River, the reaſon, leſt riding with their yards a-croſs, ſome ſhip might by chance come foul of them, and break their yards: Alſo that Room which is in a ſhips-howld from the bitts forward unto the Stem, is called the Peek, or fore-Peek of the ſhip: In the Kings ſhips the Powder is placed there: Merchant-men place their victuals there outward bound: but other men of war (which are full of men) will uſe it to lodge ſome of the Company.

Pendants. A Pendant is a ſhort Rope made faſt at one end, either to the head of the Maſt, or to the Yard, or to the Clew of a ſail, and are in bigneſs, according to the places wherein they are uſed, having at the other end a Block with a Sheever, to Reeve ſome Running-Rope into it, as the Pendants of the Tackle, which are made faſt to the head of the Maſt, and ſo of the Pendants of the Back ſtayes which are there made faſt, and hang a little way down on the inſide of the ſhrowds: Generally, all the yard-arms (excepting the Miſſen) have Pendants, into which the Braces are reeved, and by them they are eaſily known. Alſo they call thoſe Colours, which are hung out on the yard arms, or from the head of the Maſt for a ſhew, to beautifie the ſhip, Pendants.

The Pillow. That Timber whereon the Bolt-ſprit doth bear, and reſt on, at the coming-out of the Hull of the Ship aloft, by the ſtem, is called the Pillow of the Bolt-ſprit.

A Pintell. Is a ſmall iron Pin, which is faſtned to murderers, as alſo to Harquabuſſes, a Crook which is put into a Socket, or any hole, to keep the peece from recoyling: Alſo thoſe Iron-Pins, which are made faſt to the Rudder, and do hang the Rudder to the Stern-Poſt (being put into Iron Stocks) and called the Pintells of the Rudder.

Pitching. Is not only laying Pitch upon any place (which yet is more properly called Paying, but it is alſo taken for the placing of the Step of a Maſt as they ſay, the Main-Maſt is Pitched a little too-far aft (that is, ſtand and is placed too far towards the Stern of the Ship) but it is not meant by the head hanging too-far-aft: So the fore-Maſt is pitched too far-forth (that is) the Ship ſtands too far-forward on. Alſo if a ſhip fall much into a Sea, they ſay, ſhe Pitches much into the Sea: or elſe ſhe beats much againſt the Sea; ſo as to endanger the Top-maſts with the ſtroke, they ſay, ſhe will pitch her Maſt by the Boord.

Platts.

Platts. Are flat-Ropes, made of Rope-yarn woven one over another, and are for to ſave the Cabel in the Hawſe from galling. Alſo we uſe them in the flooks of the Anchor to ſave the Pendant of the fore-ſheat, from galling againſt the Anchor.

A Plott. And *Sea-Card* is all one, Vide *Card.*

To Prick a Plott, is to Vote down the Travers of the ſhips way, and ſo comparing it to your obſervation, finding where the ſhip is, to make a ſmall Prick in the Plot in the Latitude and Longitude, where you ſuppoſe the ſhip to be, and ſo ſtill keeping account of the dayes, you ſhall ſtill ſee how neer, or far off you are from the place, which you ſail to.

A Point. The ſharpneſs to any head-Land, is called the point of the Land: when they ſay, that two points are one in another, that is, they are ſo juſt in a right line from us, one betwixt the other, that we cannot ſee the one for the other; Alſo the Compaſs is divided into 32. points (repreſenting 32. winds) ſo that we call ſailing by the Compaſs, ſailing upon a point: They uſe alſo to undo the Stroud at the end of a Cabel (ſome 2. foot long) and ſo make Synnet of the Rope-Yarn, and lay them one over another again, making it leſs towards the end, and ſo at the end, make them all faſt with a peece of Marling, or the like. This is called pointing the Cabel. The uſe whereof is to keep the Cabel from farſling, but chiefly to ſee that none of the end be ſtoln off, and cut away.

The Poope. The Poope of the ſhip is the uppermoſt part a Stern of the Ships-Hull, and is the Deck over that, which is commonly the Maſters Cabbin.

A Port. Is that place out of which the Ordnance are put through the ſhips-ſides, and theſe are to be made ſo large that the Ordnance may have leave to Traverſe as much Bowing and Quartering as may be, (about 30. Inches is the ordinary rate for a Demi-Culverin.)

To Port. Is a word uſed in Conding the ſhip, when ſhe is right before a wind, or if the weather-ſheat be aft as far as the Bulk head (which is more than Quarter winds, but not right afore) they will uſe the word ſteddy a-Port, or ſteddy a ſtar-boord, the ſhip heels to Port: bring things neer to Port, or the like, terms eaſily underſtood.

Pouches. Are ſmall Bulk-heads made in howld, either Thwart-Ships, or longſt Ships. Thoſe who carry Corn (or any ſuch goods that

that will ſhoot over from one ſide to the other) do make many bulk-heads, or ſeveral Rooms (as it were) to keep it up, and theſe are called Pouches, alſo when we Careen Ships, there are ſmall bulk-heads, made ſome diſtance from the Keeleſon, on either ſide in the hold, which ſerve to keep up the Ballaſt when we ſhift it, either for the righting or bringing down of the ſhip when ſhe is on the Carreen, and theſe are alſo called *Pouches*.

Powder. There are two ſorts of Powder, the one ſerpentine Powder, which Powder is duſt (as it were) without Corning, and this we never uſe at Sea in Ordnance, nor ſmall ſhot, both becauſe it is of ſmall force, and alſo, for that it will, with the aire of the Sea, quickly drie, and looſe its force: The other is Corn Powder, whereof there are two ſorts, Common powder (which is a great Corn, and not very ſtrong) the other Musket-powder (which is the fineſt, ſtrongeſt, and beſt we can get:) The Ingredients which make the powder are, firſt, Salt-peeter (wherein the force of the powder conſiſts) next Brimſtone, which is apt to flame, and once flamed, cauſeth the Salt-peeter to flame; (laſt, Cole, which is apt with any ſparkle to kindled, but not to flame, yet doth maintain the flame of the other two.) The beſt Sal-peeter is that which hath no Fat, the beſt Brimſtone witout droſs: and the beſt Cole, that which is made of the lighteſt wood: I only touch ſome chief things of this, becauſe there are divers books concerning main Concluſions touching the effect of Powders in all kinds.

The Powder-roome Is that Room in howld where we lay the Powder, the greateſt care in placing this Room, muſt be to have it fartheſt from the uſe of any fire, and freeſt from the danger of ſhot.

Preddy. Is a word uſed amongſt them, in the ſtead of Ready. As when we come to fight, the Commander bids them make the ſhip Preddy, make the Ordnance Preddy, that is, make them ready for to uſe in fight. A Preddy ſhip, that is, when her Decks are all cleer, and the Ordnance and all things fitted for fight. Alſo make the howld Preddy, is to lay any thing out of the way, ſo as that they may ſtow the goods in commodiouſly.

A Preventure Rope. Vide *Rope*

A Proviſo. Vide *Mooreing.*

The Prowe. Is the fore-moſt part of a ſhip conſidered aloft, and not below between the Decks, (or in howld) to enter into the Prowe, is

is to enter into the Fore-Caſtle. The Prowe peeces are thoſe which lye aloft before: Go fore-ward into the Prowe, that is, Goe into the fore-Caſtle, before the fore-Maſt, and it is moſt truly underſtood for that part which is betwixt the Chaſe and the Loofe.

Priming. Is ſo fitting, and filling the touch-holes, with fine-day Powder, and putting in a Priming Iron to pierce the Carthrage, ſo that that powder being fired, the powder in the Carthrage, may likewiſe fire to: for if the powder in the touch-hole be fired, and the reſt within the peece go not off, we ſay ſhe was not Primed, or not well primed: for this there is powder made very ſmall, and extraordinary drie, and the Gunner hath it in a great Horn at his Girdle in fight, which horn he calls his Priming-horne: Alſo the firſt ground, or Colour which is laid-on, for others to come over it in painting the Ship, is called Priming.

Puddings. Are Ropes nayled round to the yard-arms of the Maine and fore-yards, cloſe to the end, and ſo (in 3. or 4. or more diſtance one from another) upon each yard-Arme: The uſe of them, is to ſave the Robbins from Galling aſunder upon the yards, when we hale-home the Top-ſail ſheats: Alſo the Sarving of the King of the Anchor, which Ropes, to ſave the Clinch of the Cabel from galling againſt the Iron, is called the Pudding of the Anchor.

Pullies. Are ſmall Blocks, with one or two ſheevers in them (and may either be ſo called, or by the name of ſmall Blocks) for great blocks are not uſually called by the name of Pullies, as the Pullies of the Top-ſail, Braſes, Clew, Lines, Martnetts, *&c.*

Pumps. There are three ſorts of Pumps uſed in ſhips: The firſt and moſt common, are ordinary Pumps, ſuch as are uſed a ſhore, and theſe do ſtand by the maine Maſt, the next is a Bur-Pump, which is not uſed in Engliſh Ships, but Flemmings have them in the ſides of their ſhips, and are called by the name of Bildge-Pumps, becauſe they have broad long floats that do hold much Bildge-water; The manner of theſe is to have a ſtaff, ſome 6. or 7. foot long, at the end whereof is a Bur of wood, whereto the Leather is nailed, and this doth ſerve in ſtead of the box: and ſo two men ſtanding right over the Pump, do thruſt down this ſtaff, to the midſt whereof is ſeaſed a Rope long enough for 6, 8, or 10, or more to hale-by, and ſo they pull it up, and draw the water; this Pump doth deliver more water than the former, and is

not ſo laborious to Pump at: The third and laſt ſort, are Chain-Pumps; theſe deliver moſt water, and with moſt eaſe, for the Company, and are ſooneſt mended if any thing fail, having ſpare Eſſes, if any chance to give way: theſe have a chain full of Bars and a wheele, which makes it deliver ſo much, and go ſo eaſily. The term is for Pumping, to Pump by Spell, and at ordinary, and Bur Pumps, they reckon by the ſtrokes: As to ſay, a Spell of 200. Strokes: but at a Chaine-Pump, the Spels go by Glaſſes: the Pump ſucks, that is, draws wind and hath no water that comes to it: There are alſo Pumps made of a Cane, or elſe of Lattin, which we put down into the Cask, to Pump up the drink: for at Sea, in howld, we uſe no ſpickets.

The Pump-brake. Is the handle they Pump by in the ordinary ſort of Pumps.

The Pump can. Is the Can which they draw water in to powre into the Pumps (and this is a great Can.)

The Pump-dale. Is (as it were) the Trough, wherein the water doth run alongſt the Deck, out at the Skupper-holes.

To Purchaſe. We call the Caining, or coming in of a Rope by our haleing of it in with our hands, or heaving it in at the Capſtaine, or otherwiſe, Purchaſing; as the Capſtaine doth purchaſe apace, that is, drawes in the Cabell apace: Or, the Tackles do purchaſe, and the contrary; when we cannot get in any thing, or hale it away, we ſay, we cannot purchaſe, with the rope, Tackle, or the like. Note, that the more parts that any Tackle, Halliard, or the like do go in, the more eaſily a man may purchaſe upon them (as it is eaſier to purchaſe with a Block which hath three ſheevers then a Block which hath but two:) but then this is longer a doing.

Puttockes. Are the ſmall Shrowdes which go from the Shrowdes of the Maine and fore-Miſſen-Maſts, and alſo to the Top-maſts ſhrowdes, if the Top-maſt have a Top-gallant-Top; the uſe whereof is to go off the Shrowdes into the Top: for when the Shrowdes come neer up to the Maſt they fall in ſo much that otherwiſe they could not get into the top from them. The Puttockes are from the bottome ſeaſed to a ſtaff, which is made faſt there to the ſhrowdes, or ſome Rope which is ſeaſed there, and above to a plate of Iron, or to a dead-man-eye, to which the Lanniers of the fore-Maſt-ſhrowdes do come.

The

Q

The Quarter. That part of the Hull, of the Ship, which is from the Steeridge to the Tranſom, or Faſhion-peece, is called the Quarter, or the Ships-Quarter.

Quarter-Deck. Is that Deck, which is over the Steeridge, till it come to the Maſters Cabbin.

Quartering. Is when a peece of Ordnance lyes ſo, and may be ſo Traverſed, that it will ſhoot in the ſame line, or on the ſame point of the Compaſs as the Quarter bears; Alſo when a Ship ſailes with Quarter-winds, we ſay, ſhe goes Quartring; then we let riſe the weather-Tack, and hale aft the ſheat, to the fore-Maſt Shrowdes, and Veere-out the Lee ſheat a little; this way ſhe goes faſteſt: for now all ſailes draw together.

Quarter-winds. Are when the wind comes in a-baſt the Maine-maſt-Shrowdes juſt with the Quarter.

A Quoyle. Or a Quoyle of Ropes, is a Rope laid up-round, one Take over another, as a Quoyle of Cabel, that is a Cabel quoyled up. But ſometimes the word Quoyle is taken for a whole Rope quoyled, ſo that if half the Rope be cut away, they ſay, there is but half a Quoyle of that Rope.

To Quoyle. Is to lay the Takes of the rope round over one another, ſo that when occaſion is, they may run out ſmooth without any kneekes, and alſo to lie handſomely in the ſhip, and many of the ſmall running-Ropes, as the Braſes, Top-ſaile-Halliards, or the like, we hang up at the Ship ſides, when they are ſo quoyled: It is a manner at Sea, every night when they ſet the watch, or Quoyle-up all the Ropes in order, that ſo they may have them all Leere to come by in the night, if they have occaſion to uſe any of them.

Quoynes. There are three ſorts of Quoynes uſed in a Ship, that is, the Quoynes which the Gunners uſe under their Ordnance, for to mount them higher or lower, they are made broad, but thinner at one end than at the other, with a handle at the broad end, to draw it out, or put it further in, as you have occaſion to mount the Peece; pulling out the Quoynes, is termed to draw the Quoyne. Another ſort are called Cantick-quoines, theſe are ſhort, the length of a hand, and are made with

three edges, the uſe whereof is to put betwixt the Cask, at the Bildge hoops of the Cask, to keep the Cask ſteddy from rowling and labouring one againſt another. The third ſort are ſtanding Quoynes, and they are made of Barrel-Boords ſome four fingers broad, and a fit length to be driven a croſs betwixt the Buts, one end, two or three hoops from the thin-hoops of one But, and the other in the ſame manner to another, to keep the chine of the But ſteddy from jogging.

R

Rabbetting. Is the letting-in of the Planks to the Keele, which is a little hollowed away, that the Plank may joyn in the better, and cloſer to the hookes and the Keele, and this is only uſed in the Rake and Run of the Ship, and not in the flat floore: And the hollowing-away is called the Rabbet of the Keele.

Rake. The Rake of a Ship, is ſo much of her Hull, as doth over-hang both ends of the Keele: So that let-fall a perpendicular upon the end of the Keele upon the ſetting on of the Stem, ſo much as is without that foreward-on is her Rake foreward-on. And ſo in the like manner at the ſetting in of her Sterne-poſt, and that is her Rake aftward-on. Commonly the Rake foreward-on, is more than a third; but leſs than an half of the length of her Keele, there is not any more rule obſerved amongſt all Nations; for ſome give long great Rakes, as generally all *French* built, the *Flemmings* not ſo much: And for the Rake aft-ward-on (it being of no uſe for the Ship, but only for to make her Ship ſhapen, as they call it, they give as little as may be) which commonly is about a fourth or fifth part of her Rake fore-ward-on: (A great Rake fore-ward-on, gives a Ship good way, and makes her keep a good wind, but if ſhe have not a good full Bowe, it will make her litch mightily into the head-ſea, beſides it doth mightily charge the ſhip, becauſe it doth over-hang the naile; And if a ſhip have but a ſmall Rake, ſhe will commonly be too bluffe, and ſo meet the ſea too ſuddenly upon her bowe, which will hinder her going through much: The longer a ſhips Rake is, the fuller muſt be the bowe: The beſt conditioned ſhips have neither too much, nor too little.

Ram-head. The Ram-head is a great block, with three Sheevers in it, into

into which are the Halliards, and at the head of it, into a hole are reeved the ties; this block doth only belong to the maine and fore-Hilliards.

A Rammer. Is a ſtaff, with a round peece of wood at the end of it, the outwardmoſt being flat, ſomewhat leſs than the bore of the Ordnance to which it doth belong, and this is to drive home the Powder cloſe to the breetch of the Peece, and ſo the ſhot to the powder, and the wood to the ſhot, and that is called ramming home the powder or ſhot.

Ranges. There are two, one aloft upon the fore-caſtel a little abaft the fore-maſt, the other in the beake-head, before the wouldings of the bolt-ſprit, that in the fore-caſtel, is a ſmall peece of timber, which goes over from one ſide to the other, and there is faſtned to two timbers, and on the middle on either ſide the fore-Maſt, two knees which are faſtned to the Deck and the timber, in which run the top-ſail-ſheates in a Sheever; and hath divers wooden pins through it, to be-laye Ropes unto (as the fore-Takes, fore-top-ſaile-ſheats and fore-bowlings; the fore-Looſe-hooke) and that in the Beake-head, is in the ſame form, whereunto it be-layed the ſprit-ſaile-lifts, the Garnet of the ſprit-ſaile, and other Ropes, belonging to the ſprit-ſaile, and ſprit-ſaile top-ſaile.

Ratling. Is a Line wherewith they make the ſteps by which we go up to the ſhrowds, and the Puttocks, and ſo the Top-Maſt-ſhrowds in great ſhips, and theſe ſteps which make the ſhrowdes look like Ladders, are called the Ratlings of the Shrowdes.

A Reache. Is the diſtance of any two Points of Land, which bear in a right line to one another, which term is moſt commonly uſed in Rivers, as Lime-Houſe-Reach, Green-wich-Reach, long-Reach and the like, the Reach being counted ſo far, as you can ſee the Reach to lie in a ſtraight line; Alſo ſome call the diſtance, and croſſing betwixt *Cape-Verd*, and the firſt Iſelands, entring to the *Weſt-Indies*, long-reach.

To Reeve. This word is uſed juſt in the ſame ſenſe (in reſpect of Ropes) that putting in, or putting through, or paſſing through would be; but they ever uſe this word Reeve; as when we would expreſs that the Tack is put through the Cheſ-trees, we ſay it is reeved through, or inſtead of putting a rope through a block, we ſay, Reeve it in that block, (as the Halliards are reeved in the Knights and Ram-heads,) and it is generally to be underſtood and applied to all Ropes that paſſe through blocks, Dead-men-eyes, Cheſ-trees and the like; And ſo when we would have that Rope pulled out of the block, *&c.* we ſay, unreeve that Rope, or the Braſes, Lifts, Sheets, *&c.* are unreeved. *Ribbs.*

Ribbs. By a reſemblance that the timbers (that is the Futtocks of the ſhips have when the Planks are off to the ribbs of a dead carkaſs, we) do in that kind, call all thoſe timbers by a general appellation, the ribbs of the ſhip, though otherwiſe they have perticular names: As if two ſhips in a ſea-gate, lie a-boord one another, and hath broke with her weight ſome of the others futtock timbers, they will ſay, ſhe hath broke ſome of her ribbs: Alſo thoſe little long wooden peeces which are made with holes like the Combe under the beake-head, and do belong to the Parrells of the yards, are called the Ribbs of the Parrells.

To Ride. We ſay a ſhip Rides, whenas her Anchors do hold her faſt, ſo as that ſhe doth not drive away with the tide or wind: for though ſhe ſheere from one ſide to the other, yet if her Anchors do hold faſt, and come not home, we ſay ſhe Rides: To Ride a good Roade, that is, to Ride, where the ſea, and wind had much power over the ſhip, and ſtraine her Cabels very hard: Note, a ſhip rides eaſieſt, and with more ſecurity, having but two Cabels ſpliſed together (which they call a ſhot) then ſhe will by three ſingle Cabels, for the length of the ſhot will give her more ſcope, to play, and riſe upon the ſea with eaſe; for by reaſon alſo of the weight, the ſhip can hardly ſtraine it: For when a great ſea comes to yerk-up the ſhip the ſhot is long before it comes to ſtraining, that the force of the ſea will be paſt before it can come up to bear ſo much ſtreſs, as a ſhorter Cabel would do: The deeper the water is, the worſer it is to Ride, and requires much more Cabel in proportion then ſhowler-water, the ſea will break more, yet it hath not that power and weight which the deep water hath, when we Ride any extraordinary rode, we ſtrike down our top-maſts, and bring our yards alongſt ſhips, in much wind eſpecially: To ride a croſs, is to ride with our maine-yards and foreyards hoyſed up to the hounds, and both yard-armes topped a-like: To ride a Peeke, is to ride with the yards Peeked a-Peeke; and alſo when we ride with the Hawes juſt over the Anchor, then we ride a-Peeke, that is, when we ride ready to ſet ſaile; when they would expreſs that they have rid a great Rode and ſtreſſe, they ſay they rid hawſe-full, that is, that the water brake into the Hawſes: To ride thwart, is to ride with her ſide to the tide, then ſhe never ſtraines her Cabels: To Ride betwixt wind and tide, is when the wind and tyde have equal power, one, one way, the other, the other way, ſo that the ſhip lies rowleing with her broad-

ſide

ſide in the Trough of the ſea, and thus ſhe will rowle mightily, but not ſtraine her Cabels.

Riders. Are great timbers (in howld, or elſe aloft) which are not properly belonging to the Built of the ſhip, but only bolted on upon the other timbers to ſtrengthen them where they find the ſhip to be weak, Merchant-men do ſpare them as much as they can, becauſe they hinder Stowage of Cask in Howld.

Rigging. The Rigging of the ſhip, are all Ropes which belong either to maſt or yards; and more particularly, we ſay, the maſt is rigged, the yards are rigged; that is, when they have all the ropes that belong unto them: (we ſay, a ſhip is well rigged, when the ropes belonging to her are of a fit ſize (not too big, nor too little,) alſo when there are no unneceſſary ropes put up (as too many ſhrowdes, Tackles for the Maſt, Crow-feet, or the like:) whenas we ſay, a ſhip is over-rigged, it is meant the ropes are too big for her, which is a great wronging to the ſhips ſaileing; for a little weight aloft doth hinder, more than a great deal below, by making the ſhip apter to heele, and howlding wind-taught; for note, that the uprighter any ſhip goes, the better ſhe doth ſaile, for a crank ſided ſhip can never ſaile well by the wind. To tell the particulars of rigging a ſhip, will require a ſmall diſcourſe by it ſelf, and would be too long for this, therefore I leave it to ſome other occaſion.

Ring-bolts, Vide *Bolts.*

The Riſeings. Are thoſe thick Planks, which goe fore and aft on both ſides under the ends of the beams and timbers of the ſecond Deck, the third Deck, the half and quarter Deck, whereon the beames and timbers of theſe Decks, do bear at both ends, by the ſhip-ſides: but thoſe thick planks which in the like ſort do bear up the lower Deck, are called Lamps.

Riſing-timbers. Are the hookes placed on the Keele; which beare this vaine in reſpect, that according to the riſeing by little and little of theſe hooks; ſo the Rake and Run of the ſhip doth riſe by little and little from her flat-floare.

A Roade. Is any place where a ſhip may ride near the Land and yet cannot ride-land-locked for all winds: A good Roade is, where there is good ground for Anchor-hold, ſhowle-water, and ſo as how ere the wind blow, there can no great ſea-gate come-in, being the Land may

may be in the wind, on one ſide, and ſome ſands, Rocks, or the like, to break off the ſea on the other; (Alſo we ſay, if it be a place, as in divers places of *Barbery* and others) where the ſea will give a man warning, that is, the ſea will come ſwelling in before the wind, as at *Saint Saphe*, of any foul weather, ſo that a man may have time, to ſet-ſaile and go to ſome other Rode, on the other ſide of the Bay-head-land, or the like, this we call ſhifting of Roads; A wild Roade, is a Roade where there is little Land on any ſide, but lies all open to the ſea: as to ride upon a head-land, or alongſt a ſhore, where there is no Bay, nor any thing to break off the ſea, or wind if it come off the ſea. A bad Roade is the contrary to the good.

A Roader. We call any ſhip that Rides at an Anchor in a Roade, a Roader.

Ropes. Generally, all the cordage belonging to a ſhip, is called by the name of Rope: as we ſay, a Cabel is a good or bad Rope (according as it is) and ſo a Hawſer or the like; but more particularly, only ſome, which beſides their particular appellations, have the general word Rope added to them: Theſe are an Entring Rope, a Top Rope, a Bolt Rope, a Buoy Rope, a Queſt Rope, a Keele Rope, a Bucket Rope, a Rudder Rope, a Preventure Rope, (which is a little Rope feaſed croſs over the Ties, cloſe at the Ram-head, that if one part of the Ties ſhould break, the other ſhould not run through the Ram-head to endanger the yard) a breſt rope, and is the Rope which latches the Parrel to the Maſt.

Rope-Yarnes. Are the yarnes of any ropes untwiſted, but moſt commonly, it is made of the ends of Cabels, half worn, or ſo, they ſerve for many uſes; to ſerve ſmall Ropes with, or to make Synnet Maſts, or the like; alſo Kneetles, which is two untwiſted together and Caburnes: They ſerve alſo to wake-up the yard-aymes of the ſailes; and therefore ſtill, when we take in our ſailes, the boyes of the ſhip are to attend the Saylor with theſe Rope-yarnes, to furniſh them as they have occaſion to uſe them.

Robbins. Are little lines reeved into the Eylot-holes of the ſaile, under the Head-Rope, and ſure to make faſt the ſaile unto the yard: and the terme is, make faſt the Robbins, and not tie them: and note, that Sea-faring-men, uſe the word make faſt, inſtead of tying, as Land-men uſe to ſay, tie a Rope.

Roof-trees.

Roofe-trees. Are thoſe timbers, which are made of light wood (as of maſt ſawen) that go from the half Deck, to the fore-caſtle, and are to bear-up the grateings and the ledges wherein the Nettings lie, theſe are ſupported under the ſtamſhions, which reſt upon the Deck: Alſo if they have occaſion to uſe any ſuch peece over the half-Deck, for Nettings or ſails, it is called a Roofe-tree.

Rove and Clinch. The Rove is that little iron plate, unto which the Clinch-nails are clinched: The Planks of Clincher-boats, are thus faſtned ſo together, which kind of work is called Rove and Clinch.

The Round-houſe. Is the uppermoſt Room of the ſtern of the ſhip, and that which commonly is the Maſters Cabbin.

Round-in. This is a term uſed to the main and fore-ſail, when the wind larges upon them, they let riſe the main Tack, or fore-tack, and hale aft the fore-ſheat to the Cat-head, and the main-ſheat to the Cabridge head; this they call Rounding aft, or rounding in the ſail, the ſheats being there, they hale them down to keep them ſteddy from flying up, with a rope called a Paſſaredo.

The Rowle. Is that round peece of wood or iron, wherein the whip doth go, and is made to turn about, that it may carry over the whip from ſide to ſide with more eaſe.

Rowſe-in. Is a word they uſe particularly whenas a Cabell or Hawſer doth lie ſlack in the water, and they would have it made taught; as when a ſhip rides but by one Anchor, upon the turning of the tide, the Cabell will be ſlack, and ſo will be in danger to flow above the Anchor, then to keep it ſtiff and taught, they will hale in ſo much as lies ſlack, and this they call Rowſeing in the Cabell, or Rowſe in the Hawſer, but it is not uſed in the haleing in of any other rope, as boat-rope, or the like.

The Rudder. Is that peece of timber, which hangs at the ſtern-poſt of the ſhip, having four or five, or ſix irons, which are called Pintels, according to the bigneſs of the ſhip faſtned to them, which Pintels are fitted for the Gudgins at the ſtern-poſt, this is the bridle which governs the ſhip; the narrower the Rudder, the better, if the ſhip do feel it, for a broad Rudder doth hold much water, if the helm be put over to any ſide, but if the ſhip have a fat quarter, ſo that the water cannot come quick and ſtrong to the Rudder, then ſhe will require a broad Rudder: The putting to of the Rudder, is termed the hanging

the Rudder; The part or edge of the Rudder, which is next the ſtern-poſt, is called the inſide of the Rudder, the after-moſt part, is called the Rake of the Rudder.

The Rudder Rope. Is a Rope or ſtrap, which is reeved into one hole of the Rudder, neer the head, and ſo likewiſe through the ſtern-poſt, and and then both ends are ſpliſed together; this ſerves to ſave the Rudder, if it chance to be beaten off, when the ſhip ſticks a-ground.

Rudder-Irons. Are the cheeks of that Iron, whereof the Pintell is part, and theſe are faſtned and nailed round about the Rake of the Rudder.

To Rumidge. Is to remove any goods, or luggage out of a place (betwixt the Decks, or any wheels) but moſt commonly we uſe this word to the removing and cleering of things in the ſhips howld, ſo that goods or victuals may be well ſtowed and placed; ſo when they would have this done, they ſay, they will go Ruming the howld.

The Run. Is that part of the ſhips hull under-water, which comes thinner, and lanker away by degrees from the ſtore-timber all along to the ſtern-poſt: That is alſo called the ſhips way aft-ward on, (for as ſhe hath either, a good or bad Run, ſo the water doth paſſe away ſwiftly, or ſlowly alongſt her, and the ſhip doth make more way) we ſay, a ſhip hath a good Run, when it is long, and comes off handſomely by degrees, and that her tack, do not lie too low, which will hinder the water from coming ſtrongly and ſwiftly to the Rudder: And a bad Run, whenas it is ſhort, and that the ſhip is too full below, ſo that the water comes ſlowly and weakly to the Rudder, the force of it being broken off by the bredth of the ſhip a-low, which will make as it were, an Eddy-water at the Rudder, and that we call a dead water: The Run is of much importance for the ſhips ſailing; for if the water come not ſwiftly to the Rudder, ſhe will never ſteer well; and it is a general obſervation, that that ſhip which doth not ſteer well, cannot ſail well, and then ſhe cannot keep a good wind: for if a ſhip have not a freſh way through the Sea, ſhe muſt needs fall to Lee-ward with the Sea, and therefore when ſhips will not ſteer well, they lengthen them afterward-on, or put to a falſe ſtern-poſt: Merchant-men do not give ſo much Run, as a man of War may do, becauſe the narrowing-in of the ſhips below, doth loſe much ſtowage.

Rung-heads. Are the heads, or ends of the Rung, which are made a little

little compaſſing; and do lead or direct (as it were the ſweep and mould of the Futtocks; for in theſe Rung-heads, the lines which give the compaſs and bearing of the ſhip do begin: Alſo more generally, the outward ends of the Hooks, which are in the ſame manner compaſſing, are called Rung-heads; for the ſleeper which is bolted into the other Rung-heads, is alſo bolted into theſe, and they ſay, it is bolted fore and aft to the Rung-heads.

The Rungs. Are the ground timbers, which do give the flower of the ſhip; and theſe are bolted to the Keele, being ſtraight, ſaving at the ends, where they begin to compaſs a little.

The Runner. Is a rope, which is a part that doth belong to the Garnet, and the two Bolt-tackles, that before (that comes in the aftermoſt ſhrowds of the fore-maſt) and that Tackle abaft (which comes in the fore-maſt ſhrowds of the main-maſt) it is reeved in a ſingle-block, which is ſeaſed to the end of a Pendant, and hath at one end, a hook to hatch into any thing, and at the other end a doudle block, wherein is reeved the fall of the Tackle, or the Garnet, which doth purchaſe more than the Tackle or the Garnet would do without it; and therefore, to heavy things they uſe this; but for light ones, they only uſe the Tackle with the hook, which is ſeaſed to the ſtanding part of the fall: Over-hale the Runner, that is, pull down that end which hath the hook in in it, to hitch it into the ſlings, or the like.

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S*Ailes.* To every Yard in the ſhip, there belongs a Sail, and they are called after the name of thoſe Yards, whereunto they belong: All head-ſails (that is, thoſe that do belong to the fore-maſt and bolt-ſprit) do keep the ſhip from the wind, and are uſed to flat the ſhip: All after-ſails, that is the maſt and miſſen-ſails, do keep her to the wind; and therefore few ſhips are ſo well conditioned, as to Steer-quarter-winds with one ſail; but muſt have one after-ſail, and an other head-ſail (as it were to countermand one another) yet ſome ſhips will ſteer with their main-top-ſail only: At ſea, they call a ſhip, a Sail: as when they deſcry a ſhip, they ſay, A Sail, A Sail. The ſails are cut in proportion, as the Maſts and Yards are in length, and

bredth, one to another (excepting the Miſſen and ſprit-ſail) The Miſſen-ſail, is cut by the Leetch, twice as deep as the maſt is long from the Deck to the Hownds, and the ſprit-ſail is ¼ as deep as the foreſails.

To Sarve. To ſarve any rope, is to lay ſynnet, ſpun-yarn, rope-yarn: a peece of canvas, or any the like upon a rope, and ſo rowle it faſt about, to keep the ropes from galling; as we ſarve the ſhrowds, at the head of the Maſt, the Boat-rope, or any the like, which are in danger of fretting againſt any part of the ſhips Maſts or Yards.

A Scarfe. Is when the end of one timber, is let into the end of an other, very cloſe and even, or as they term it, wood and wood, that is, ſo much wood taken away of the one, as is of the other: In this manner the ſtem is faſtned to the Keele, and that is called the ſcarfe of the Keel: but yet when there is not a peece of timber long enough to make the Keel, then they make of it more, which are ſcarffed one into the other, ſo when the ſtem or any other timber, (which ought to be entire and all one,) is too ſhort, it is peeced in this manner, and that they call ſcarffing.

A Scuttle. Is a ſquare hole (ſo much as conveniently a man may go down at) cut through any Hatch or any part of the Deck to go down by, into any room, moſt commonly they are in theſe places, one cloſe before the Main-maſt, at the Main Hilliards before the Knight, in the fore-caſtell; in the hatch-way, for the Stewards roome; one in the Gun-room, to go down into the ſtern-ſheats; one in the Miſſen Cabbin, to go down into the Captains Cabbin, if they be put from the fight aloft, and ſo in any place where they delight to go through one Deck, down into another: alſo for vent for the Ordnance, there are ſmall ſcuttles with grateings; they have all covers fitted for them, leſt men in the night ſhould fall into them: Alſo all the little windows and holes which are cut-out aloft in the Captains, or Maſters Cabbins, are called Scuttles.

To Seaſe, or *Seaſing.* Is to make faſt (or as you would ſay) to bind faſt any ropes together, with ſome ſmall rope-yarn, marling or any line; Alſo the faſtning of a block at the end of a pendant, Tackle, fall, garnet, or the like, is called ſeaſing, it being bound to with ſome ſmall line, or the like: So if any rope be too long (as the ſhrowds are ever) and the end be bound up unto the ſame rope with any thing, we call it ſeaſing. So that in general, the word ſeaſing, implies as much as binding any thing together, ſo as that they cannot ſlip out, as ſeaſing the Tacks into

into the clew and the like: The boats ſeaſing, is a rope made faſt into a little chain or a ring, in fore-ſhip of the boat, and is the rope which (in Harbours) they make faſt the boat by, to the ſhips ſide.

A Seele. There is no difference betwixt ſeeling and heeling, but that the heeling is a ſteddy-lying down of the ſhip-on a ſide, either when ſhe is a-ground, at an Anchor, or under ſail, and ſailing, is a ſudden lying down or tumbling to one ſide or the other, when the ſea doth forſake her, that is, when the wave of the ſea is paſt from under, faſter than ſhe can drive away with it: then when the ſhip lies down on a ſide, after it we ſay, ſhe ſeels; the Lee-ſeel, is when ſhe rowls to Lee-ward; there is no danger in this ſeele, though it be in a great ſtorm, becauſe the ſea will preſently come under, and right her: but then when ſhe rowls back to wind-ward, the danger is, leſt ſhe ſhould come over too ſhort and ſuddenly, and ſo the water break right into her, and founder her, or carry away ſome of her upper works, as it hath faln out with many ſhips: So that ſeeling is but a ſudden heeling, forced by the motion, and fear of the ſea or wind.

Send. When a ſhip falls (whether under ſail, or at Anchor) with her head, or with her ſtern, deep into the trough of the ſea, we ſay ſhe ſends much, either a-ſtern or a-head: The reaſon of ſending with her head is, if ſhe have a little bow, not ſufficient to bear her up, and a fat quarter to pitch her fore-ward: And ſo for her ſending a-ſtern, it is contrary, when ſhe hath too lank a quarter, and too full, or fat a-bow.

To Set a-Land Sun, or *Ship by the Compaſs.* That is to obſerve by Compaſs, how the Land bears upon any point of the Compaſs; this they uſe moſt commonly to do when they are going off to ſea from any Land, to mark how it did bear off them, that thereby they may keep the better accompt, and direct their courſe: Alſo they uſe to ſet the Sun by the Compaſs, that is, to mark upon what point it is, to know thereby the heat of the day: So when two ſhips ſail in ſight (eſpecially, when a man of War chaſes a ſhip) they will ſet her by the Compaſs, that is, mark upon what point ſhe bears, then if they ſtand both one way, as commonly they do, if the chaſe ſtrive to go away, by this we know, whether we reach-forth upon her, that is, out-ſail her, if we bring her forth, ſhe out-ſails us, if we bring her aft, we out-ſail her, if we alter not, then we go both alike: as for example, the wind being at North, we ſtand both a-way Weſt, and the chaſe bears North-

North-weſt (that will be on any weather-bow) then if in ſailing, I bring her to bear North-weſt, and I by North, I have brought her a point aft, and if I bring her North, I have brought her juſt with any mid-ſhip beam, and ſo I ſee I fetch upon her, and it is called bringing aft; becauſe, whereas before, ſhe bare upon my looſe, now ſhe bares upon my quarter.

Settle a Deck. When we have occaſion to lay a Deck lower, it is termed, ſetling the Deck: As if her Ordnance lie too high, and we would have them lie nearer the water: or that the Decks be cloſe, and we deſire rather to ſettle the lowermoſt, than to raiſe the uppermoſt.

Sewing, or *to Sew.* When the water is gone from the ſhip, ſo that ſhe lies dry, we ſay the ſhip is ſewed, or if it be but gone from any part (as her head) we ſay the ſhip is ſewed a-head; if it be a place where the water doth ebb ſo much, that the ſhip may lie dry-round, we ſay ſhe cannot ſew there.

Shackles. Are a kind of rings (but not round) made ſomewhat long-wiſe, larger at one end than the other, in the middle of the ports, on the one-ſide, they are uſed to ſhut-faſt the ports with a billet, which they uſe to bar-down the ports with (and that is called the bar of the port) alſo the faſhion, but ſmall ones are made faſt to the corners of the hatches, to lift the hatches up by them.

The Shank. The longeſt part of the Anchor, is called the ſhank of the Anchor.

Shank-painter. Is a ſhort chain, faſtned under the fore-maſt-ſhrowds, with a bolt, to the ſhip-ſide, and at the other end hath a rope: upon the chain doth reſt the whole weight of the after-part of the Anchor, when it lies by the ſhips-ſide, and the rope by which it is haled-up, is made faſt about a timber-head; this is ſeldom, or not all uſed at ſea, but in a Harbour, or a Road.

Shearing. Is when the ſhip goes in and out under-ſail, and he at the Helm doth not ſtern her ſteddy: alſo where a tide-gate runs very ſwift, the ſhip will ſhear in and out, and ſo much in ſome places, that they are fain to have one ſtand at the Helm, and to ſteer her upon the ride for fear ſhe ſhould ſhear-home her Anchors (that is, draw them home) or if it be neer the ſhore, ſhe may ſhear a-ground.

Sheates. The Sheats are bent to the Clew of all ſails: In all ſails, that are low ſails, they ſerve to hale-aft, or round-aft the clew of the

ſail,

ſail, but in top-ſails, they ſerve to hale-home (that is to hale cloſe) the clew of the ſail to the yard-arms, when they hale aft the ſheat of the fore-ſail, it is to make her fall off from the wind, when the ſhip will not fall off from the wind, they flat-in the fore-ſheat, that is, pull the ſail flat in by the ſheat, as neer into the ſhips ſides as may be; Eaſe the Sheat of the ſail, that is, to veer-out, or let go a little of it. Let fly the ſheat, that is, let it run out as far as it will, and then the ſail will hold no wind, but lie floating looſe (and then if it be an extraordinary ſtreſs of wind) it will ſplit the gale to peeces; but this we do both with top-ſail-ſheats, and the other ſheats, when we ſuſpect the wind will be ſo great that it will carry our maſts by the boord, or over-ſet the ſhip: Alſo in great ſtiff gales, we uſe to bind another rope to the clew of the ſail above the ſheat-block, to ſuccour and eaſe the ſheat, leaſt it ſhould break, and that rope we call a falſe ſheat, and this is only uſed to the main, and fore-ſails: Thoſe planks under water, which come along the Run of the ſhip, and are cloſed to the ſtern-poſt, are called Sheats, and that part within-boord, abaft, in the Run of the ſhip, is called the ſtern ſheats.

Sheathing. Is, as it were caſing of a ſhip: It is done with thin boords, and hair, and tar laid betwixt the ſhip-ſides and thoſe boords: this is done only under water, or a very little above; the uſe whereof is to keep the worms from eating through the planks, as generally in all places to the South-ward, they do; the thinner the boords the better, for then, the worm will be preſently at the Tar (which he cannot abide) and ſo hath no means nor room to work in and out of the plank, and ſo will eat away more when it is thick, than when it is thin.

Sheep ſhancks. When two maſts, or yards, or if it be but poles, are ſet up an end a pretty diſtance off at the bottom, but ſeaſed a-croſs one another aloft neer the top, we call them a pair of sheers: To this ſeaſing, is faſtned a double block with a ſtrap, they are placed at the bottom upon the chain wales of the ſhrowds, and there are laſhed faſt to the ſhip ſides, to keep them ſteddy aloft: The uſe of them is either to ſet in a maſt, or to take out a maſt, or if they have no maſt, this ſerves to hoyſe in and out goods.

Sheere-hookes. Are great hooks of Iron (about the bigneſſe of a ſmall ſickle, and more) they are ſet into the yard armes of the main and fore-yards: The uſe whereof is, that if a ſhip under ſail come to boord

boord her that hath theſe hooks; ſhe will cut her ſhrowds, or tear her ſails down with theſe hooks; ſome do uſe them, but they are moſt unuſefull and unneceſſary things, and dangerous for the breaking of a yard, if the hook ſhould catch in the other ſhips maſt.

Sheevers. There are two ſorts of Sheevers uſed, either of braſs or wood; the braſs ſheevers are now little uſed but in the heels of the top-maſts: the wooden ſheevers are either of one whole peece; and theſe they uſe for all ſmall pullies, and ſmall blocks: but in the Knights and winding-tackles-blocks, they uſe ſheevers which are made of quarters of wood let-in to each other; for theſe will hold when the whole ſheevers will ſplit, and are called quarter-ſheevers.

Shoares. Are any peeces of timber, or any thing elſe, that is ſet to bear up another from ſinking or falling, as when a ſhip is in danger of other-throwing a-ground, we laſh ſalt maſts or yards to their ſides, they bearing on the ground, and theſe we call ſhoares, ſhoaring her up; alſo ſome timbers, that are ſet to bear-up a Deck when it is weak, or overcharged with weight, are called ſhoares.

The Shore. Is counted the land neer the ſea, or the bank of the ſea: The Lee-ſhore, is that whereon the wind blows; Sea-men avoid theſe by all means, for they are dangerous if it over-blow: The weather-ſhore is that from whence the wind comes.

Shot. There are many kinds of Shot; that which flies fartheſt, and pierceth moſt, is round-ſhot, the next is croſs-bar, which is good for ropes, ſails and maſts: The other langrell, which will not flie ſo far, but is very good for the rigging, and the like, and for men; ſo is chain-ſhot and caſe-ſhot, or barrel-ſhot, which is good to ply amongſt men which ſtand naked, plying of their ſmall-ſhot.

Shot of Cabell. Two Cabels ſpliced together make a ſhot, and the uſe of them is great in deep-waters, and great roads, for a ſhip doth ride much eaſier by one ſhot, than by three ſhort cabels a-head. *Vide Ride.*

Showle. Showle and ſhallow are all one: When they ſay there is very good ſhowleing, it is meant that the water doth grow ſhallower, by degrees, and not ſuddenly: nor ſometimes deep, and ſometimes ſuddenly a-ſhowle, or bank: It is very ſafe and commodious going in with a ſhore, where there is good ſhowleing, for by that we have ſome certainty whereabouts we are, and how far diſtant from the land, if the

ſhowleing

ſhowling be firſt known, and commonly where there is good ſhowling, the coaſt is not dangerous.

Shrowdes. The Shrowdes are thoſe Ropes which come from either ſide of all the Maſts, the Miſſen-main-maſts, and the fore-maſt-ſhrowds, have at the lower end dead-men-eyes ſeaſed into them; and are ſet up taught by Lanniers, to the chains, which have alſo dead-men-eyes in them: At the other end they are faſtned over the head of the Maſt, the Pendants, fore-tackle and ſwifters being firſt put on under them: At this uppermoſt part they are ſarved, for galling againſt the Maſt: The top-maſt ſhrowds, are in the ſame manner faſtned with dead-men-eyes and Lanniers to the puttocks, and the plates of Iron which belongs to them, and aloft over the head of the Maſts, the other eaſe the ſhrowds, ſlack the ſhrowds; that is when they are too ſtiff ſet up: Set taught the ſhrowds; ſet up the ſhrowds; that is, make them ſtiffer: Some ſhips deſire to have the ſhrowds taught, ſome ſlack; the Lanniers are to ſet up the ſhrowds, *Vide* Lanniers; the bolt-ſprit hath no ſhrowds.

The Sillinder. The bore, or hollow concave of a Peece of Ordnance, is called the Sillinder.

Sinnet. Is a line or a ſtring made of rope-yarn (commonly of 2, 6, or 9, which are divided in three parts, and platted one over an other, as they plat Horſes mains) and ſo is beaten ſmooth and flat with a Mallet; the uſe of it, is to ſarve ropes.

The Skegg. Is that little part of the Keele, which is cut ſlaunting, and is left a little without the ſtern-poſt: The reaſon and uſe whereof, is only intended to be, that it ſhould ſave the Rudder from beating off, if the ſhip ſhould chance to beat a-ground, but theſe Skeggs are very unuſefull and inconvenient: for firſt they are apt to ſnap-off, and ſo endanger the ſtern-poſt next in a Harbour or River: Where ride many ſhips, they are apt to catch another ſhips cabels, betwixt that and the Rudder: And laſtly, when the ſhip is under-ſail, they hold much dead-water, betwixt them and the Rudder, therefore it is better to have no Skegg, but to hang the Rudder down cloſe to the ſtern-poſt, with the bottom even to the bottom of the Keele, only pared away a little ſloaping towards the after-moſt ſide of it.

The Skiff. Vide *Boat*;

Skuppers, or *Skupper-holes.* Are the holes cloſe to all the Decks,

through the ſhip-ſides, whereat the water doth run forth of the ſhip, from the Decks, and many ſhips have them made of lead.

Skupper-leathers. Are the round leathers, which are nailed over the skupper-holes, that belong to the lower-deck, which will keep-out the ſea-water from coming in, and yet give leave to any water to run-out of the Deck; theſe are alſo over the skupper of the marger.

Skupper-nailes. Are little ſhort nails with broad-heads, made of purpoſe to nail on the skupper-leathers, with theſe alſo they nail on the coats of the Maſts and Pumps.

A Slatch. When any part of a cabell or rope (that is meant of the middle, not of the end) doth hang ſlack without the ſhip (as the cabell, when it is ſlack in the water, or the Lee-tack, ſheats, braces or the like, do hang in the water, or looſe by the ſhips ſides (then they ſay, hale up the ſlatch of the rope or cabell: Alſo when it hath been a ſet of foul weather, and that there comes an interim, or ſmall time of fair weather to ſerve their turns, they call it a little ſlatch of fair weather, or the contrary.

Sleepers. Are thoſe timbers, which lie fore and aft the bottom of the ſhip, on either ſide the Keelſon, juſt as the rung-heads do go; the lowermoſt of theſe, is bolted to the Rung-heads, and the uppermoſt to the futtocks; and ſo theſe between them do ſtrengthen and bind-faſt the futtocks, and the Rungs which are let down, one by another, and have no other binding but the ſleepers: Theſe do line-out (as it were,) and deſcribe the narrowing of the ſhips floore.

Slings. There are firſt ſlings, to ſling-casks in (when we hoyſe it in, or any the like) which are made of rope ſpliſed at either end into it ſelf, making an eye at either end, ſo large as they think fit, to receive into it the cask: and then the middle-part of the rope alſo, they ſeaſe together, and ſo make another eye for to hitch in the hook of the Tackcle or Garnet: Another ſort are made long, with a ſmall eye at either end, to put the one over the breetch of the Peece, the other to come over the end of the crow of Iron, which is put into the mouth of the Peece, and ſo by theſe they hoyſe it in: A third ſort, is any rope or chain, wherewith we bind faſt the yards aloft to the croſs-trees, and the head of the maſt, to the end, that if the ties ſhould break, the yard may not come down: theſe are called Slings, which are chiefly uſed when we come to fight, for fear of cutting the ties.

To Sling. Is to make faſt any Cask, Ordnance, Yard or the like, in a pair of Slings.

A Smitting-line. Is a ſmall rope, which is made faſt to the Miſſen-yard-arm, below next the Deck; and when the Miſſen-ſail is farthelled-up, this is made up alongſt with it, to the upper end of the yard, the ſail being made up with rope-yarns, and ſo comes down to the Poop: The uſe whereof is to looſe the Miſſen-ſail without ſtriking down the yard, for they pull the rope, and that breaks all the rope-yarns, and ſo the ſail comes down; this line is called a ſmitting-line; ſo they ſmite the Miſſen, that is, pull that rope, that the ſail may come down.

A Snatch-block. Is a great block, with a Sheever in it, and a notch cut through one of the cheeks of it, by which notch they reeve any rope into it, and this is for quickneſs, to reeve the rope in; for by this notch, one may reeve the middle part of a rope into the block, without paſſing it in by the end, which would be longer a doing; It is made faſt commonly with a ſtrap about the main-maſt, cloſe to the upper Deck, and is chiefly uſed for the fall of the winding-tackle which is reeved in that block, and ſo brought to the Capſtain.

Sockets. The holes into which the Pintels of the Murderers, forelers, or the like do go, are called ſockets: Alſo ſome call the Gudgins, wherein the Pintels of the Rudder do hang, by the name of Sockets.

A Sound. Any great in-draught of the ſea, betwixt two head-lands, where there is no paſſage through, may be called a Sound (as *Plymouth* Sound, *&c.*) But when they name the Sound, it is meant of that of the Eaſt Countries, being the moſt famous and greateſt Sea, that is known by the name of a Sound.

To Sound. Is to try with a line, a pole, or any thing elſe, the depth of the water: Alſo when we would know what water is in the well of the Pump, we put down a ſmall line with ſome weight to it; and that is called ſounding the Pump: *Vide*, Deep-ſea-line: if you would know more of ſounding, in ſtead of bidding one ſound, they ſay, heave the Lead.

Sounding-lead. Is as the deep-ſea-lead; only it is commonly but ſeven pound weight, and about 12. inches long.

Sounding-line. The differences betwixt the ſounding-line, and deep-

ſea-line, are theſe: The ſounding-line is bigger than the deep-ſea-line: A ſounding-line is commonly cut to twenty faddom, or little more, the other will be a hundred, or two hundred faddom, the one is uſed in ſhowle, the other in deep-mater; the deep-ſea-line, is firſt marked at twenty faddom, and ſo to thirty, forty, *&c.* but the ſounding-line is thus marked, at two faddom next the Lead, it is marked with a peece of black Leather put into it, betwixt the ſtrands, and at three faddom, the like at five, a peece of white woollen cloth, at ſeven faddom, a peece of red cloth, at ten, a peece of leather, at fifteen faddom, either a white cloth or a peece of leather, and ſo it is marked no farther; This may be uſed when the ſhip is under-ſail, but the deep-ſea-line cannot with any certainty,

Speekes. Are, as it were, great long Iron nails, with flat heads, and are of divers lengths (as a foot or two long) ſome of them are ragged ſpeeks, that they may not draw out again: they are uſed in many places for faſtning of timbers and planks, in foul weather, they uſe to ſpeek up the Ordnance, that is, nail down a quoyn and the like, to the Deck, cloſe to the breech of the carriage to help to keep the Ordnance ſtrong up to the ſhip ſides, leſt they ſhould break looſe, when the ſhip rowls; and for their further eaſe, they uſe to take off the after-tackles.

A Spell. Is (as you would ſay) the doing any labour for a ſhort time, and ſo ceaſing for others to take their turns; as when they pump an hundred ſtrokes, or a glaſs, they call it a ſpell: A freſh-ſpell, that is, others come to work, as rowing in the boat, when one ſayes to an other, he will give him a ſpell, that is, row, or pump in his place, and this word is commonly uſed, only to pumping and rowing.

To Spell. When a ſail hath much wind in it, and that for an occaſion (either to take in, or for fear of wronging the Maſts) we let the wind out of it, ſo that it may have no force in it: we ſay, ſpell the ſail, which is done by letting go the ſheats and bowlings, and bracing the weather-brace in the wind; then the ſail will lie all looſe in the wind: but this word is moſt commonly uſed to the Miſſen-ſail, when they take in the Miſſen, or ſpeek it up they ſay, ſpell the Miſſen.

To Spend. When a Maſt or Yard is broke by foul weather, or any the like occaſion; they ſay, they have ſpent their Maſts or Yards: But if it come by fight, or ſo, they do not uſe the word ſpent, but ſhot, by the

the boord, or carryed away by the boord, with a ſhot, or with another ſhips-maſts or yards, that may be bigger or ſtronger.

A Spindle. Is the ſmalleſt part of the Capſtain, which is betwixt the two Decks: To the ſpindle of the jeere-capſtain, are whelps to heave the Violl.

To Splice. Is to make faſt the ends of ropes, one into the other, by opening the ſtrands, at the end of both the ropes, and then with a fid, laying every ſtrand orderly one into another; al o when we would make an eye, at the end of a rope, we take the end of the rope and undo the ſtrands, and ſo opening the ſtrands, where we would have the ſpliſe, with a tide, we draw in the ends of the ſtrands, and ſo weaving of them orderly, make the ſpliſe, and ſo ſeaſe the ends down with ſome ſynnet, or the like; There are theſe ſorts of ſpliſes; The round ſpliſe, that is the ſpliſing of the ends of two ropes, on into another, as I have deſcribed; the count-ſpliſe, that is, when the ends of either ropes are ſpliſed into the other ropes, ſome diſtance from the end, and not one end in an other (as the firſt) then they will make a long ſlit (as it were betwixt them) which is the reaſon of the name.

Split. When the wind hath blown a ſail to peeces, we ſay the ſail is ſplit; Alſo when ſheevers break, we ſay they ſplit, if a ſhot come and break a Carriage of a Peece, we ſay, it hath ſplit the Carriage.

To Spoone. Is to put a ſhip, right before the wind and the ſea, without any ſail (and that is called ſpooneing afore.) This is done moſt commonly, when in a great ſtorm, a ſhip is ſo weak with age or labouring, that we dare not lay her under the Sea: For though a ſhip when ſhe ſpoons afore, doth rowl more, yet ſhe ſtrains not ſo much: but if ſhe be a dangerous rowling ſhip, then per-force ſhe muſt be laid under the Sea, for elſe ſhe will rowl her maſt by the boord: And alſo it is dangerous; for if a ſea ſhould overtake her, when ſhe hath a deſperate ſeele, it may chance to break in and founder her; ſometimes then to make her go the ſteddier, they ſet the fore-ſail, which is called ſpooning with the fore-ſail: When they do this, they are ſure of ſea room enough.

To Spring. When a maſt is but crackt in any part (as at the Hownds, Partners, or elſe where) we ſay, it is ſprung, as they ſpring their maſts with bearing a-ſail, *&c.* To ſpring ones Loof, *Vide* Loof.

The

The Spring, or *Spring-tide.* When after the dead-neaps, the Tides begin to lift and grow higher, we ſay it is ſpring neer upon three dayes before the full and change of the Moon, the ſpring begins, and the top, or higheſt of the ſpring, is three dayes after; then the water doth high moſt with the flood, and low moſt with the ebb; which is the reaſon, that at theſe times, we launch, and grave all of our great ſhips, the Tides alſo run much ſtronger, and ſwifter than in the neaps.

Sprit-ſail, Vide *Sail.*
Sprit-ſail top-ſail. Vide *Sail.*
Sprit-ſail-top-maſt. Vide *Top maſt.*
Sprit-ſail-yard. Vide *Yard.*

Spunge. The Spunge of a Peece of Ordnance, is that which makes it clean; they are commonly Sheep-skins put at the end of a ſtaff, which is made ſomewhat bigger there according to the bore of the Peece, ſo as the Spunge may go in full and cloſe, but not too ſtraight: but we have it alſo fitted to the ends of a ſtiff rope, ſo is the rammer alſo, to ſpunge, and lade within-boord: we ever ſpunge a Peece of Ordnance, before we put in Powder: In fight, when the Ordnance is plyed faſt, to keep it from heating, we wet the ſpunges: Urine is the beſt, but elſe with Vineager, Water, or what we have.

Spun-yarne. Is Rope-yarn, the end ſcraped thin, and ſo ſpun one to the end of another, with a wrench, and make it as long as they liſt: This ſerves to ſarve ſome ropes with, but moſt commonly it is made to make caburn of.

Spurketts. Are the holes, or ſpaces betwixt the Futtocks, or betwixt the Rungs, by the ſhip-ſides, fore and aft, above and below: To the ſpurketts below in howld (which are below the ſleepers) there are boords fitted, which they take up, to cleer the ſpurkets if any ballaſt get betwixt the timbers; but for thoſe aloft, there is no uſe: only, it were good, they were in all ſhips, fitted up with light wood, or old Junks, to keep the ſhip-ſides aloft, Musket-free.

Standing-parts of Running ropes. The ſtanding parts, are thoſe parts of running ropes (or rather that end of a running rope) which is made faſt to any part of the ſhip, to diſtinguiſh it from the other part, whereon we uſe to hale: (as the ſtanding part of the ſheat, is that part which is made faſt, by a clinch into a ring of the ſhips-quarter, and the like,) for when we ſay, hale the ſheat, that is meant by

by the running-part; but if they ſay, over-hale the ſheat, then they hale upon the ſtanding part; the ſame is of all tackles, and running ropes.

Standing ropes. Are counted all thoſe ropes (as the ſhrowd ſtages, and back-ſtages) which are not uſed to be removed, or to run in any blocks; but are only ſet taught, and ſlacker as they have occaſion.

To Stay, or *bring a Ship a ſtay.* When we tack the ſhip, before the ſhip can be ready to be tacked; ſhe muſt come a ſtages or a-back-ſtages, that is, when wind comes in at the bow which was the lee-bow before, and ſo drives all the ſails backward, againſt the ſhrowds and maſts, ſo that the ſhip hath no way, but drives with the broad-ſide: the manner of doing it is, at one time, and together, to bear up the helm, let fly the ſheat of the fore-ſail, and let go the fore-bowleing, and braſe the weather braſe of the fore-ſail, the ſame to the top-ſail, and top-gallant ſail, only they keep faſt their ſheats: If the ſprit-ſail be out, then they let go the ſprit-ſail ſheat with the fore-ſheat, and braſe the weather braſe; (the Tacks, Sheats, Braſes, Bowlings of the main-ſail, main-top-ſail and miſſen ſtanding faſt as they did) to be taken a-ſtages: that is, when the wind comes contrary on the ſudden; (which happens moſt upon head-lands on calm weather) and ſo bring the ſhip a-ſtages: Sometimes by the negligence of him at the helm, ſometimes if it be little wind, and a head-ſea, on the weather-bow: A ſhip may miſs ſtaying, that is to fall back and fill again: The beſt conditioned ſhips, are thoſe which ſtay with leaſt ſails, as with two top-ſails, or fore-top-ſail, or miſſen, but no ſhip will ſtay with leſs ſail than thoſe, and few with ſo little.

Stages, and *Back-ſtages.* All the maſts, top-maſts, and flag-ſtaves have ſtages, (excepting the ſprit-ſail-top-maſt) the main ſtay is made faſt by a Lannier, to a collar, which comes about the knee of the head: The main top-maſt ſtay is made faſt into the head of the fore-maſt, by a ſtrap, and a deadman-eye there: The main top-gallant maſt, is in like manner made faſt to the head of the fore-top-maſt: The fore-maſt and maſts belonging to it, are in the ſame manner ſtayed at the bolt-ſprit, and ſprit-ſail-top-maſt; and theſe ſtayes do likewiſe help to ſtay the bolt-ſprit; the miſſen ſtay comes to the main-maſt by the half deck, and the top-maſt-ſtayes come to the ſhrowds with crow-feet: The uſe of theſe ſtayes, are to keep the maſts from falling aftward towards the Poop: There is much difference, in ſtay-

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ing of maſts in reſpect of a ſhips ſailing or working: Generally the more aft the maſts hang, the more a ſhip will keep in the wind, and the forwarder the leſs: The *Flemmings* ſtay their maſts much aft, becauſe elſe their ſhips being lofty ſhips would never keep a wind; but ſhort and deep ſhips rather covet upright maſts: There are many differences of conditions in ſhips for their ſailing, according as they are ſtayed, for ſome will have the ſtay taught, ſome ſlack: The back-ſtayes of all maſts (which have them) which are only the main-maſt and fore-maſt, and the maſts belonging to them, go down to either ſide of the ſhip, and are to keep the maſt from pitching for-ward-on over-boord.

The Sterne. All the after-moſt part of the ſhip, is called the ſtern, (by a general appellation) but moſt exactly conſidered, only the very outwardmoſt part abaft is the ſtern; for the quarter is counted to be from the ſteeridge to the tranſom and faskion-peece of the ſtern.

Sterne-ſheates. Vide *Sheates.*

To Steere. Is to govern the ſhip with the helm: He ſteers beſt, that keeps the ſhip evenneſt from yawning in and out, and alſo that uſes leaſt motion in putting the helm too far over: There are three kind of directions to ſteer by, the one is, by the land, that is, to ſteer by any mark on the land, and ſo to keep the ſhip even by that, this is eaſie: The next is, by the Compaſs (that is to keep the ſhip upon a point of the Compaſs; this is harder, becauſe the ſhips head will come before the Compaſs: The third is to ſteere, as they are directed, and conded (and that is eaſieſt of all;) If you would know the terms belonging to ſteering, *Vide*, Cond.

The Stieridge. Is the place where they Steer, out of which they may ſee the leetch of the ſails, to ſee if they be in the wind or not.

The Stem. The Stem of the ſhip, is that great timber, which comes compaſſing from the Keel (wherein it is skarfed) up before the fore-caſtell, this it may be is not all of one timber (as in great ſhips it cannot) And this doth guide the rake of the ſhip, when two ſhips ſtand Stem for Stem, they come right with their heads one againſt an other: To give a ſhip the Stem, that is, to run right upon her with the Stem: to go Stemming a-boord a ſhip; that is the ſame, as giving the ſhip the ſtem.

A Stepp. They call that peece of timber, which is made faſt to the

the Keelſon, wherein the main-maſt doth ſtand, a Step: Alſo thoſe places and timber, wherein the miſſen-maſt, fore maſt, and the capſtain do ſtand, are called Steps.

To Steve, or *Steving*. We ſay the bolt-ſprit, or beak-head Steves, when it ſtands too upright, and not ſtraight foreward enough: Alſo the Merchants call the ſtowing of their Cottons (which they force in with skrews ſo much that the Decks will riſe 6, or 8, inches) Steveing of Cottons.

Stewards Room. Is that part of the Howld, wherein the Victuals are Stowed.

Stoaked. When the water cannot come to the well, then we ſay, the ſhip is Stoak: and that is, when the limber-holes, have ſome ballaſt, or any thing elſe got into them ſo that the water cannot paſs, we ſay the limbers are Stoaked: Alſo, when any thing is gotten in, or about the bottom of the Pump, ſo that it cannot draw water, we ſay the Pump is Stoaked (Corn, and the like, is very bad for this.)

Stop. When they come to an Anchor, and have let run out as much as a ſufficient quantity of Cabell, ſo much as will make the ſhip ride, or that the ſhip be in a current, where it is beſt to ſtop her a little by degrees, then they ſay, Stop the ſhip; and ſo hold-faſt the Cabell, and then veere-out a little more and ſo ſtop her fully, to let her ride: for ſtopping leakes, *Vide* leaks.

A Stopper. Is a piece of Rope, having a wale knot at one end and a lannier ſpliſed to it: and the other end is made faſt to ſome part, as the Stoppers for the Cabels to the bottom of the bitts, by the Deck; the Stoppers for the main Halliards, to the Knight: the uſe of them, is chiefly for the Cabels, to ſtop the Cabels when they come to an Anchor, that it may go-out by little and little, the manner is, but binding the wale-knot abovt the Cabell, with the Lanniers, and it will inſtantly catch-hold in it, ſo that it cannot ſlip-away, as the Nippers do, which hold off the Cabell; the term is, laying-on the Stoppers, and caſting off the Stoppers: Alſo we uſe them to the Halliards, when the yard is hoyſed aloft, to ſtop it till the Halliards be ſo layed: A ſhip rides by the Stoppers, when the Cabell is not bitted, but only held faſt by them; but this is not ſafe riding in a ſtreſs.

To Stowe. Is to put any goods in Howld (in order, for elſe we ſay it is not ſtowed, but lies in Howld) alſo we call it ſtowing between

the Decks of any goods or victuals be placed in order upon the Decks: but it is not uſed in this kind to ſmall things, as to a Cheſt or the like; Alſo the placing and laying of the top-ſails in the top, is called Stowing the top-ſails.

A Strake. Is the term for a ſeam betwixt two planks (as the Gard-boord, a-Strake; or the ſhip heels, a-Strake, that is one ſeam) ſome ſhips are built, with a ſtanding ſtrake, or two, that is, when there is the whole bredth of a plank or two, riſing from the Keel, before they come to the floare timbers; theſe ſhips are naught to lie with the ground, for wringing their Keels; but this doth make them keep an excellent wind, this built is moſt uſed amongſt the *Flemmings.*

A Strap. A rope which is ſpliſed about any block, that the block thereby may be made faſt, to any place where they have occaſion to uſe it: by the eye which is made in the Strap, at the arſe of the block.

A Streame-Anchor. Is a ſmall Anchor, which we uſe to the ſtream-cabell.

Streame-Cabell. Is a ſmall cabell, which we ride withall in ſtreams, as Rivers, or in fair-weather, when we ſtop-a-tide, for ever we uſe the ſmalleſt ground-tackle that we have if it will ſerve, both for lightneſs to waigh, and to ſave the beſt from wetting.

A Stretch. They uſe this word, not as it is commmonly, to ſtrain a rope, but thus, when they go to hoyſe a yard, or hale the ſheat, they ſay, ſtretch foreward the Hilliards, or the ſheats: that is, deliver along that part (which they muſt hale by) into the mens hands, that they may be ready to hoyſe or hale.

To ſtrike. Is to pull down the ſails, when one ſhip Strikes to another, it is a ſigne of reſpect, unleſs it be for occaſion of ſtaying for one: If a Man of War come up, with a Merchant, or any other, if he ſtrike, it is intended that he yields himſelf: Alſo when a ſhip beats upon the ground, they ſay ſhe Strikes: So when we take down the top-maſts, they ſay, Strike them down: So when we lower any thing into the howld with the tackles or any other rope, we call it ſtriking down into Howld.

Studding-ſails. Vide *Boome.*

A Stirrop. When a ſhip by any miſchance, hath loſt a piece of her Keele, and that we cannot come well to mend it, but (as it were) patch a new piece unto it, they bind it with an Iron, which comes under the Keele,

Keele, and ſo upon either ſide the ſhip, where it is nailed very ſtrong with ſpeeks to ſtrengthen it, this peece ſo put to the Keel, we call a Stirrop.

Suck. When all the water is pumped out, and that the Pump doth draw-wind, we ſay, ſhe ſucks: Alſo when a ſhip doth draw down the Helm, and doth (as it were) ſuck the whip-ſtaff out of his hand at the Helm: A ſhip gripes, when ſhe doth thus; the reaſon may be either too much foulneſs, the ſtanding of her maſts too much aft, or ſhe may be out of her trim.

Surge. We call a wave a Surge; but it is uſed in this ſenſe, when they heave at the cap-ſtain, and the cabell ſlips back again, they ſay the cabell ſurges; to prevent which, *Vide* Nippers.

Swifters. Do belong to the main and fore-maſt, and are to ſuccour the ſhrowds, and keep ſtiff the maſt, they have the Pendants, which are made faſt under the ſhrowds, at the head of the maſt with a double block, through which is reeved the ſwifter, which at the ſtanding part hath a ſingle block with a hook, which is hitched in a ring by the chain-wale, and ſo the fall being haled doth help to ſtrengthen the maſt: And this fall, is belayed about the timber-heads of the lower rails aloft.

Swifting. When we bring ſhips a-ground, or careen them, we uſe to ſwift the maſts, to eaſe them, and ſtrengthen them, which is done in this manner, they laſh faſt all the Pendants of the ſwifters, and tackles with a Rope, cloſe to the Maſt, as neer the blocks as they can: Then they carry fore-wards the Tackles, and ſo bowſe them down as hard, and taught as they can: and this eaſes the Maſts; ſo that all the weight of the Maſt, doth not hang by the head, as otherwiſe it would, and alſo doth help to keep it from riſing out of the ſtepps.

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Tacks. Are great Ropes, having a-wale-knot at one end, which is ſeaſed into the Clew of the Sail, and ſo reeved firſt through the Cheſtree, and then comes in at a hole of the ſhip-ſide: The uſe of this is to carry forwards the Clew of the Sail, and to make it ſtand cloſe, by a wind: and then the Sails are thus trimmed: The main Tack-

fore-ſail, and Miſſen-Tacks, are cloſe a-board, or haled as foreward-on as may be, ſo are the Bowlings of the weather-ſide: the Lee-ſheats are haled cloſe aft, but the Lee-ſheats of the fore-ſail, not ſo much unleſs the Ship-gripe: the Lee-braſes of all the yards, are braſed aft: and the Top ſails are governed, as the Sails whereunto they belong: And hence they ſay, a ſhip ſtands or ſails cloſe upon a Tack (that is cloſe by a-wind) Hale a-boord the Tack, that is to have it down cloſe to the Cheſtrees: Eaſe the Tack (that is, not ſo cloſe a-boord): Let riſe the Tack (that is, let it go all out) it is commonly belayed to the bitts, or elſe there is a Kevel which belongs to them: Theſe Tacks do only belong to the Main-ſail, and Miſſen, and they are ever made Tapering.

* *To Tack-a-Ship.* To tack the ſhip, is to bring her head about, to lye the other way: as if her head lay firſt Weſt-North-weſt, now it will lie Eaſt-North-Eaſt: the wind being at North. Then ſuppoſing the ſhip hath all her Sails out, which we uſe by a-wind, thus they do: firſt, they make her ſtay (for which, *vide* to ſtayes,) when ſhe is ſtayed, then they ſay, ſhe is Payed, and ſo let riſe, and hale, that is, let the Lee-tack riſe and hale after the ſheats: and ſo trim all the Sails by a-wind as they were before: that is, Caſt off that Bowling, which was the weather-bowling, and now ſet up-taught thither, and ſo all Sheats, Braſes, and Tacks, as a ſhip that is trimmed by a-wind muſt have.

Tackles. Are ſmall Ropes which run in three parts, having either a Pendant with a hook to it, or a Rammer, and at the other end, a block and hook, to catch-hold, and heave in Goods into the ſhip: there are theſe many ſorts uſed, that is, the Boats-Tackles (which ſtand one on the main-maſt ſhrowds, the other on the fore-maſt ſhrowds, to hoyſe in the Boat, and do ſerve alſo for other uſes) the Tackles which belong to the maſt (which ſerve in the nature of ſhrowds, to keep the maſt from ſtraining) The Gunners Tackles (with which they hale in and out the Ordnance) and laſtly, a winding-tackle (which *vide*. (The Ropes of a Tackle, is called the fall (that part which we hale upon) but that end whereunto the block is ſeaſed, is called the Standing part, to hale upon Tackle, is termed to Bowſe upon the Tackle.

Tallee. When they haſe aft the Sheats of the Main or Fore-ſaile, they ſay, Tallee-aft the Sheats.

Tampkin.

Tampkin. Is a ſmall piece of wood, turned fit for the mouth of any piece, which is put in there; to keep out the Rain, or ſea-water from waſhing-in, when the pieces lie without boord.

Tapering. Is when any rope or any thing elſe, is made bigger at one end, than the other: (as the Tacks are made Tapering) which makes them purchaſe the better, and ſaves a great deal of Stuff, becauſe the Rope at one end bears little, or no ſtreſs; I have ſeen in *Flemmings*, the top-ſail ſheats Tapering.

Taper-Bore. Is when a Peeces-bore is wider at the mouth, than towards the Breech: ſome are of opinion, that theſe Peeces do not recoyle ſo much, but they are not ſo good: for ſometimes if the ſhot be too high, it may be it will not come-home to the powder, which is dangerous for the Peece.

† *Tar-pawling.* Is a piece of Canvas that is all Tard over to Laſh upon a Deck, or Grating, to keep the Rain from ſoaking through.

Taunt. Is when a Maſt is very high, for the proportion of the ſhip, we ſay it is a Taunt maſt, the *Flemmings* have them ſo, for the moſt part: for Taunt-maſts, and narrow-yards are beſt to ſail by a-wind: for the Sails ſtand ſo much the ſharper: but yet they do wring a ſhip-ſides more than a ſhort maſt, and a broad yard: which is the reaſon that our ſhips uſe ſhort-maſts and broad-yards.

† *Taught.* That is to ſet a Rope ſtiff and faſt, as we ſay, Set Taught the Shrowds, the Stayes, or any other Rope, when it is too ſlack.

† *A Tempeſt.* When it over-blows ſo exceedingly, that it is not poſſible to bear any ſail, and that it is a-wind mixt with Rain, or Haile, they call it a Tempeſt, which they accompt a degree above a ſtorm.

The Thaughts. Are the ſeats, whereon thoſe that Row in the Boat do ſit.

Thight. When a Ship is ſtaunch, and makes but little water, ſhe is thight; which is quickly known by the ſmell of the water, for if the water ſtink much, it is a ſigne it hath laid long in the ſhip, and if it be ſweet, it is a ſigne it comes in newly.

Thowles, Are the ſmall pins, which they bear againſt with their Oars, when they Row: and ſtand in holes upon the upper-ſide of the Gun-wale of the Boat, they are commonly made of Aſh for toughneſs.

Thwart-Ships. That is any thing that is done, or lies a-croſs the

ſhip, from one ſide to another, we ſay it lies Thwart-ſhips: and the contrary is Longſt: that is, a-long the ſhip.

Tides. This word Tide, is common both to ebbe, and flow, for it is called Tide of Ebbe, as well as Tide of Flood: A wind-ward-Tide, is when the tide runs againſt wind, then the Sea breaks moſt, and goes higheſt; but a ſhip, or Anchor ſtrains the Cabels leaſt a Lee-ward-Tide, that is, when the Tide and wind goes both one way, then the Sea is ſmoother: A Tide-gate, that is, where the tide runs ſtrong. To Tide it over, or up to a place, that is, to go with the Tide of Flood, or Ebbe, and ſo ſtop the contrary Tide at an Anchor, till the ſame Tide come again: and this is uſed, when the wind is contrary, but doth not over-blow: for then they cannot ſtop at an Anchor, and if they keep under-ſail, they will loſe more in one Lee ward-Tide, than they ſhall get in two wind-ward-Tides: When they ſay, it flows Tide, and half-Tide in any place, the meaning of it is thus: (for the ſpeech is moſt improper to common underſtanding, implying as much as if they did flow a Tide and a half in ſome places together, and but half an Ebb) that the Tide doth run three hours (which is four points,) longer in the offing than it doth by the ſhore: by longer, is not meant more hours (for it doth ever Ebb and Flow ſix hours) but thus, If it be high-water, at the ſhore, at twelve a Clock, it ſhall not be high-water in the offing till it be three a Clock, (which is the compaſs and time for the running of half a Tide) ſo according as it Ebbs or Flows more, they ſay it runs Tide, half, and half quarter (that is, five points) when they come into a Harbour, or over a Stand, they ſay, they will bring their Tide with them, that is, to come with the flood, which may carry them over: Note, that where it flows Tide, and half-Tide, that though the Tide of flood run aloft, yet the Tide of Ebb runs under-foot, that is, cloſe by the ground: And ſo for the tide of Ebb, it will flow under-foot.

Ties. Are four ſtrand-rop.s, hawſer-Laide, which is in reſpect, that this kind of laying doth not ſtretch ſo much as three-ſhrowd-ropes, and beſides, run ſmoother in the hounds. Theſe are the Ropes by which the yards do hang, and do carry-up the yards when the Hilliards are ſtrained to hoyſe the yards: The main-yard and the fore-yard-t es, are firſt reeved through the Ram-head, then through the hounds at the head of the Maſt, and ſo with a turn in the Eyes of the ſlings which

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are made fast to the yard, they are seased fast, and close to the yard: the Missen-yard and top-Mast-yard, have but single ties: that is, one doth run in one part, the sprit-sail-yard hath one, for it is made fast with a pair of slings to the bolt-sprit.

Tiller. The Helm, and the tiller is all one, therefore (*Vide* Helm) only the word Tiller is most properly used for that which we steer the Boat by; as they say, give me the Tiller of the Boat, not the Helm, yet it is all one in use.

Tire. When a Deck hath Ordnance fore and aft (though there want some) we call that a Tire of Ordnance; some ships have two Tire or three, the fore-castle and the half Deck being furnished, make half a Tire; the Cabell Tire, that is, the row which is in the middle of the Cabell when it is Quoyled up.

Top-Armors. Are the Cloaths, which are tyed about the tops of the Masts for shew: and also for to hide men in fight, which lye there, to fling fire-pots, use small shot, or the like.

Top-gallants. Are the Masts above the top-Masts, these sails do draw very much Quarter-winds, in a Loom or fresh-Gale, so it blow not too much.

Top-Mast. The top-masts are ever half so long as the masts unto which they belong: but there is no one absolute proportion in these and the like things: for if a man will have his Mast short, he may the bolder make his top-mast long.

Top-Ropes. Are those Ropes wherewith we set, or strike the top-Masts: they belong only to the Main and Fore-top-mast: this Rope is reeved through a great block, which is seased under the Cap on one side, and then it is reeved through the heel of the top-mast, where is a brass sheaver, which is placed thwart ships, and then is brought up and made fast, on either side of the Cap, with a Clinch to a Ring, which is fastned into the Cap: the other part comes down by the ties, and so is reeved into the knight, and brought to the Capstain when they heave it.

To Towe. Is to drag any thing a stern the ship in the water (as to tow the Boat, or to tow a small ship, or the like, with a Hawser out a-stern. The nearer any thing is to the Boat, or the like when it is towed the less it doth hinder the ships way: but the farther off the easier it is, for that which is towed, for then the ship will not give such twitches.

Transome.

Tranſome. That timber which lies athwart the Stern of the ſhip, betwixt the two faſhion-peeces, and doth lay out her breadth at the Buttock, is called the Tranſome: This juſt is under the Gun-Room-port a ſtern: to lie with a ſhips tranſome, that is to lie juſt with the end of the planks where they are faſtned to the faſhion-peeces a-ſtern: to come in a ſhips-tranſome, that is, juſt betwixt her Gun-Room-port, and her Quarter-port: this is the ſafeſt coming-up, for their ſhips are moſt naked: and their Gallies do uſe to come-up, but now they begin to cut out ports cloſe by the tranſome.

Travers. We call the way of the ſhip (in reſpect of the points whereon we ſail, and the Angles which the ſhip makes in going to, and again) the travers of the ſhip; as we ſay, A man doth travers his ground, when he goes in and out: we uſe to note how many hours the ſhip hath gone upon a point, what ſails ſhe hath forth, how neer a wind, and ſo judge what way ſhe makes: this we ſet-down upon a paper beſides the Plot, which we call a travers, and then drawing a line from the place where we laſt were, to that place, where the laſt Prick or Mark is, we ſet in the whole: what Courſe and how far we are gone: this we call a dead reckoning, then if we can obſerve and find the obſervation, and this meet, we are ſure we are right, otherwiſe we truſt more to the obſervation, and reform our Reckoning by that: Alſo the laying and removing a peece of Ordnance, till it come to lie with the mark, is called the traverſing of the Peece,

Traverſ-boord. Is a boord which they keep in the Steeridge, having the thirty two points of the Compaſs marked in it, with little holes on every point, like a Noddy-boord, that is for him at the Helm, to keep (as it were) a skore, how many Glaſſes they have gone upon of the Compaſs, and ſo ſtrike a pin on that point: This is to ſave the Maſter a labour, who cannot with ſo much curioſity, watch every wind and courſe ſo exactly as he at Helm, eſpecially when we go by a wind, and the wind veers and hulls.

Tree-nells. (*Quaſi* nails are made of tree) Are the long wooden pins made of the heart of Oak, wherewith they faſten all the planks unto the timbers, for though we bolt the bulk-heads for the better aſſurance and ſtrength, yet the tree-nells are they which do moſt faſten the planks (for we do uſe as little Iron under water, as we may conveniently, leſt the ſhip ſhould grow Iron-ſick.) Theſe tree-nels

faſten the planks (for we do uſe as little Iron under water, as we may conveniently, leſt the ſhip ſhould grow ir on- ſick.) The treenell muſt be well ſeaſoned, and not ſappy, for then the ſhip will be continually leakie, and it will be hard to find: If a ſhip by any beating upon the ground, do make a-give-back, and come a little out againe, they terme it ſtarting of a tree-nell.

Treenell-trees. Are joyned to the croſſe-trees, and do lie croſſe each other, and ſerve to the ſame uſe; they differ only that the treenell-trees are thoſe which go long ſhips, and the other thwart ſhips. *Vide* Croſſe-trees.

To Triſe. Is to hale up any thing with a dead-rope, that is, when we hale by a rope that do h not run in any block, or hale up by any device, but by hand, as if an empty cask be made faſt to a rope (that is no tackle) they ſay, triſe-it-up, or any cheſt, or like goods, which is faſtned to a rope, and ſo haled up by hand into the ſhip, we call it haleing by hand, when we have not the help of any cap-ſtaine, tackle or the like, which might purchaſe eaſier, but only do it by the immediate and only force of hands.

To Trie. Trieing, is to have no more ſaile forth but maine-ſaile, the tacks a-boord, the bowleing ſet up, the ſheare cloſe-aft, and the helme tyed-down cloſe a-boord: ſome trie with their miſſen only, but that is when it blowes ſo much, that they cannot maintaine the maine-ſaile: A ſhip a-trie with her maine-ſaile (unleſs it be an extraordinary grown ſea) will make her way four points afore the beame, but with a miſſen, not ſo much.

The Trim. Though commonly by the trim of a ſhip, is underſtood the ſwiming of her, either a head, or a-ſterne, or on an even keele: In whether of theſe, the ſhip goes beſt, that they call her trim, but that is not only to be counted her trim, for ſome ſhips will go well or ill according to the ſtaying of the maſts, the ſlackneſs of the ſhrowds, or the like: Therefore, in my mind, the order of the ſwiming conſidered with this fitting of her maſts, and ropes, wherein the ſhip ſailes beſt, ſhould be counted her trim, and not only the line of her ſwiming in water: The wayes of finding a ſhips-trim, muſt be with ſaileing with another ſhip, to bring her a-head ſo many glaſſes, then a-ſterne as many, then on even keele: That way which ſhe goes beſt, is her trim, in reſpect of her mould under-water, then to make her go better, eaſe the ſtaies, or ſet them up, alſo the ſhrowdes, then

wedge the maſt, or give it leave to play, and ſo in time it is eaſie (with a little diligence) to find the trim of a ſhip: Next to men of War (whoſe daily practiſe it is) the *Scotchmen* are the beſt in the world to find out the trim of a ſhip, for they will never be quiet, but try her all wayes, and if there be any goodneſs in her, they can make her goe.

The trough of the Sea. That is, in the hollow betwixt two waves, when we lay a ſhip under the ſea (that is, when we lay her broade-ſide to the ſea) we ſay, ſhe lies in the trough of the ſea.

Trucks. Are thoſe little woodden wheeles (being made without any ſpoakes) that the carriages of the Ordnance do run-on: Alſo thoſe little round things of wood, which belong to the parcels, are called trucks.

Trunnions. Are thoſe Knobs which come from the ſide of the Ordnance, and do bear them up upon the cheeks of the carriages.

Truſſes. Are ropes which are made faſt to the parcel of the yards, and are uſed to two uſes, one to bind-faſt the yard to the maſt, when ſhe rowles either a Hull, or at an Anchor; the other is to hale-down the yards in a ſtorm or guſt; theſe belong only to the maine-yard, and fore-yard; and they are all brought too, but upon occaſion, and alſo to the miſſen which hath ever a truſſe.

The Tuck. The word is ſignificant (for it is as you would ſay) the very gathering-up of the ſhips quarter under water, if it lie low, that makes the ſhip have a fat quarter, and hinders the water from paſſing ſwiftly to the rudder: if it lie high, the ſhip muſt be well laid out in the quarter, elſe ſhe will want bareing, for her after-works, which being ſo high and weighty, do charge a ſhip much.

A Turne. Vide *Boord.*

V

Veere. To veere-out a rope, is to put it out by hand, or to let it run-out when you may ſtop it; (as veere more Cabell, that is, let more run-out:) veere, it is generally uſed to the letting out of more rope to thoſe ropes which are uſed without-boord, as to the boat-rope, log-line, or any rope whereby we towe any thing: but it is not uſed to any running-rope but only to the ſheates; Veere more ſheate (that

(that is, put out) when the wind doth go in and out, that is, ſometimes to one point, ſometimes to another, and that ſuddenly, as in the ſtorms it will very much, they ſay the wind doth veere and hull.

Veering. When a ſhip ſailes, and the ſheate is veered-out, we ſay ſhe goes veering: *Vide* Large, and quarter-winds, for it is all one.

A Violl. When the Anchor is in ſuch ſtiffe ground that we cannot weigh it, or elſe that the ſea goes ſo high, that the maine-cap-ſtaine, cannot purchaſe in the cabell, then (for more help) we take a hawſer, and open one ſtrand, and ſo put in it Nippers (ſome 6, or 8, a fathom diſtant from each other) and with theſe Nippers we bind faſt the hawſer to the cabell, and ſo bring this hawſer to the Jeere-cap-ſtaine and heave upon it, and this will purchaſe more than the maine-cap-ſtaine can; The Violl is faſtned together at both ends with an eye and a wall-knot, or elſe two eyes ſeaſed together.

W

W*Aft.* To waft, is to guard any ſhip, or Fleet at ſea, as we call men of War (which attend Merchants to conduct them ſafe along) wafters: Alſo wafts are uſed for ſignes to have the boate come a-boord (which is Coate, Gown or the like, hung-up in the ſhrowdes) alſo it is a common ſigne of ſome extremity, when a ſhip doth hang a waft upon the main-ſtay, either that it hath a ſprung a-leake, or is in ſome diſtreſs.

The Wake. The Wake of a ſhip, is the ſmooth-water, which the ſhip doth make a-ſterne-her, ſhewing the way that the ſhip hath gone in the ſea; by this we give a judgement what way the ſhip doth make; for if the wake be right a-ſterne, then we know ſhe makes her way good, as ſhe looks; but if the wake be a point, two or more to Lee-ward, then the ſhip goes to Lee-ward of her courſe; when a ſhip doth ſtay a-weather her wake, that is, when ſhe doth not fall to Lee-ward at her ſtaying but doth it quickly, and then when ſhe is tacked the wake is to Lee-ward, it is a ſigne ſhe feels her helme well, and is a nimble ſhip: In chaſeing they ſay, we have got her wake, that is, we are got as far into the wind as ſhe, and ſo go right after her as ſhe goes.

Wale, Vide *Bend.*

Wale-reared. That is, when a ſhip is built right up, after ſhe comes to her bearing, this is unſightly, and (as they terme it) not ſhip ſhapen: but it makes a ſhip within boord much the roomer, and not the leſſe wholſome ſhip in the ſea, if her bearing be well laid-out.

Walt. A ſhip is ſaid to be walt, when ſhe hath not ballaſt enough, to keep her ſtiff to bear a ſaile.

A Warpe. Is any rope which is uſed to warpe a ſhip, which is moſt commonly a hawſer.

To Warpe. Is to have a hawſer, or any other rope (ſufficient to hale-up the ſhip, and an Anchor bent to it; and ſo to lay that out over the bar, over which we are to goe, and ſo by that, to hale the ſhip forewards: It is uſed when we want a wind to carry us out, or into a Harbour, and this is called warping.

To Waſh a Ship. That is uſed at ſea, when we cannot come aground, or careene-her: we make her heeled-over with her Ordnance and men, upon the yard-armes to a ſide, and ſo waſh that ſide, and ſcrape it, (ſo much as is out of the water, which is commonly ſome 5, or 6, ſtrakes) this is done in calmes, or in a ſmooth road.

To Waſh off the Shore. That is, cloſe by the Shore.

Waſt. Is that part of the ſhip, which is between the maine-maſt and the fore caſtel.

Waſt-boords. Are the boords which are ſet up in the waſt of a ſhip, betwixt the gun-wale and the waſt-trees; but they are moſt uſed for boats, to be ſet up alongſt the ſides to keep the ſea from breaking into them.

Waſt-clothes. By a general term, all the clothes which are round about the cake-work of the hull of the ſhip, are called waſt-clothes, and are the ſame that we call the ſights of the ſhip.

Watch. At the ſea, the ſhips company is divided into two parts, the one called the Star-boord-watch, the other the Lar-boord-watch: The Maſter, is the chief of the Star-boord, and his right-hand mate of the Lar-boord: theſe are in their turns to watch, trim ſailes, pump, and do all duties for four hours, and then the other watch is to releeve them: Four hours they call a whole watch: In Harbour, and Roades, they watch but quarter watch, that is, when one quarter of the company do watch together.

Water-borne. That is, when a ſhip is even juſt off the ground that ſhe floates, then ſhe is water-borne.

The

The Water-line. Is that line which the Ship-wrights do pretend ſhould be the depth that the ſhip ſhould ſwim in, when ſhe is laden both a-head and a-ſterne; for you muſt know, a ſhip never drawes ſo much a-head, as ſhe doth a-ſterne, for if ſhe ſhould, ſhe would never ſteer well.

Water-ſhot. Is a kind of moreing, that is, to lay the Anchors, not croſſe the tide, nor right up and down the tide, but (as you would ſay) betwixt both, that is, quartering.

The Water-way. That ſmall peece, or ledge of timber, which lies fore and aft on the ſhips deck, cloſe by the ſides (which is to keep the water from running-down there) is called the water-way.

Waving. Is making a ſigne for a ſhip, or boate, to come towards them, or elſe to go from them; as the ſigne is made, either towards or from-wards the ſhip.

Way of a ſhip. The Rake and Run of a ſhip, is called her way foreward-on or aftward-on: Alſo when ſhe ſailes a-pace, they will ſay, the ſhip hath good way, freſh way, or the like; Likewiſe, in caſting the dead-reckoning, they allow her Lee-ward-way, (that is, ſo much as ſhe drives to Lee-ward, from that ſhe ſeems to go.)

To weather. That is, to go to windward of a place or ſhip; ſometimes we are embayed, ſo that we cannot weather-a-head-land to get cleer, and then we muſt do our beſt to turn in and out, till we can have a fair wind, or claw it off.

Weather-Bowe. That is the Bowe next weather, and ſo of all parts of the ſhip, or any thing that is to the wind-ward-moſt-ſide, we ſay, it is the weather-part, or a weather.

Weather-coile. Is when a Ship is a hull, to lay her head the other way, without looſeing any ſaile; which is only done, by bearing up the helme: It is an excellent condition in a Ship; for moſt Ships will not weather-coile: The uſe of it is, that when we deſire to drive with her head, the other way a-hull, then we need not open any ſaile, wherewith before the Ship can come to veer, ſhe will run a great way to Lee-ward when once ſhe is before the wind and ſea, under ſaile.

Wedges. We uſe to make faſt the maſt in the partners with wedges; and alſo to put a wedge into the heels of the top-maſts to beare-up the top-maſt upon the treſſell-trees.

The Whelpes. Are like brackets, ſet to the body of the capſtaine, cloſe

cloſe under the bars, down to the deck, and are they which give the ſweepe to the capſtaine; theſe are made ſo in parts, that the cabell may not be ſo apt to ſurge as it would, if it did run upon a whole round body.

The Whipp. Is that ſtaffe which the Steers-man doth hold in his hand, whereby he governs the helme, and doth port it over from one ſide to another; it hath a ring at one end which is put over the end of the helme, and ſo comes through the rowle up into the ſteeridge: In great ſhips they are not uſed, for by reaſon of the weight of the rudder and the water which lies upon it in foule-weather, they are not able to govern the helme with a whipp, becauſe conveniently there can ſtand but one man at the whipp.

Whoodings. The planks which are joyned and faſtned alongſt the ſhip-ſides into the ſtem, are called the whoodings.

To winde. To wind a ſhip, is to bring her head about, either with the boate, or with ſome oares out at her hawſe or ſterne-portes (if ſhe be a ſmall ſhip:) The ſhip winds up, that is, when ſhe comes to ride by her Anchor: when they are under ſaile, they uſe to ask, how winds the ſhip, that is, upon what point of the Compaſs doth ſhe lie with her head.

Winding-tackle. The winding tackle is thus fitted: A great double block with three ſheevers in it, which is faſt ſeaſed to the end of a ſmall cabell, which is brought about the head of the maſt, and ſo ſerves for a pendant: this hath a Guye brought to it from the fore-maſt, into the block there is reeved a hawſer, which is alſo reeved through another double-block, having a ſtrap at the end of it, which ſtrap being put through the eye of the ſlings is locked into it with a fidd, and ſo hoyſe the goods: The fall is reeved into the ſnatch-block, and ſo brought to the capſtaine, whereby they heave in the goods.

Windlaſſe. Is a peece of timber (having ſome 6, or 8 ſquares) and is placed from one ſide of the ſhip to the other, cloſe abaft the ſtem, aloft where the cabels come in: Theſe are never uſed in our great ſhips; but the *Flemmings* do uſe them in good ſhips: the reaſon is, for that they go very ſlightly manned, and the windlaſſe doth purchaſe much more than a cap-ſtaine, and with no danger to the men: for the windlaſſe they heave about with hand-ſpeekes put into holes made at either end, and though they cannot heave foreward, or one ſhould faile, the windlaſſe will paule it ſelf: But at the cap-ſtaine if any faile, they may

may be thrown from the cap-ſtaine, and their braines beaten out againſt the ſhip ſides, if they weigh in a ſea-gate, but the cap-ſtaine doth purchaſe faſter by much; and therefore we (having men enough to man it) do uſe that: they have a windlaſſe alſo in the head of the boate, to weigh the Anchor by the buoy-rope.

Wind-taught. Any thing that holds wind aloft, which may prejudice the ſhip ſaileing or riding, is ſaid to be wind-taught (as too much rigging high ropes, and the like;) Alſo when we ride in any great ſtreſs, we bring our yards alongſt ſhips, ſtrike down our top-maſts and the like: becauſe they hold wind-taught, that is, they hold wind ſtifly, (for taught is as much as ſtiff in the ſenſe of ſea-language) as ſet taught the ſhrowdes, that is, ſet them ſtiff.

Wood and Wood. That is, when two timbers are let into each other, ſo cloſe, that the wood of the one, doth joyne cloſe to the other.

A Worme. Is an Iron on the end of a ſtaff, wherewith they draw ont the ſhot of a Peece, if there be any occaſion.

Worming. Is the laying of a ſmall rope, or line alongſt, betwixt the ſtrands of a Cabel or hawſer; The uſe whereof, is to help to ſtrengthen the cabell, or rope to which it is uſed; the *Flemmings* uſe this to new ropes, others to old ropes, that are almoſt decayed.

To Would: or, *Woulding.* Is to bind Ropes about any Maſt, yard, or the like, to keep on a fiſh, or ſomewhat to ſtrengthen it: Sometimes when the whoodings give way by the over-charging of the bolt-ſprit, they are faine to Would to the Bowes: which they do, by paſſing a Cabel through both ſides, and ſo bringing it in again, and with hand-ſpeekes to twiſt it together as ſtrong as may be: we never fiſh any Maſt, or Yard, but we Would it alſo: And that is called the Woulding of the Maſt or Yards. Alſo thoſe Ropes, which come from the beake-head over the bolt-ſprit, and Laſhes it faſt down from riſing off the pillow, are called the Wouldings of the bolt-ſprit.

Y

Yard. As the length of the Maſts are proportioned by the breadth of the Beame, ſo contrarywiſe, the length of the yard is proportioned

ned by the length of the Keele: The proportion of this, is not absolute: for he who will have a Taunt-Maſt may have the Narrower yards (and ſo contrary) but the beſt and moſt absolute agreed on, is this, the Main-yard of the Ship is to be $\frac{5}{6}$ parts of the length of the Keele: The Top ſail yard is to be $\frac{1}{2}$ of the Maine-yard: and the Maine-yard for bigneſſe is to be $\frac{1}{4}$ of an Inch for a yard in length: the length of the fore-yard is to be $\frac{4}{5}$ of the main-yard: The Croſſe-Jack-yard, and ſprit-ſaile-yard, is to be all of a length, but allow the Miſſen-yards, and ſprit-ſaile-yards $\frac{1}{3}$ an Inch thickneſs to a yard in length: Top the yards, (that is, make them hang even:) the Clew lines do properly top the Maine and fore-yards: but when the Top ſailes are Stowed, then the Top-ſaile ſheates will top them: Braſe the yard (that is, Travers aft that yard-arme, whoſe braſe is haled) and by the braſes we ſquare the yards, that is, make them hang right-a-croſſe, and one yard arme not Traverſed more than the other: If the Shrowdes be ſet too forward, they will hinder the traverſing of the yard: Traverſing the yard, is to braſe aft the yard.

A Yawe. When the Ship is not ſteered ſteddy, but ſhe goes in and out with her head, they ſay ſhe Yawes, this doth much hinder a Ships way; and therefore when a man of War is in Chaſe, he doth put ſuch to the Helme, who can keep her ſteddyeſt and eveneſt upon a point; which is done only by Care and Judgement; to meet her with the Helme, before her head fall off, or elſe come to.

A Yoake. When the Sea is ſo rough that men cannot govern the Helme with their hands, then they ſeaſe two Blocks to the Helme, on each ſide, at the end, and Reeving two falls through them, like Gunners-Tackles, bring them to the Ship ſides, and ſo having ſome at one Tackle, ſome at the other, they govern the Helme, as they are directed: There is alſo another way, with taking a double turn about the end of the Helme, with a ſingle Rope: The ends being be-layed faſt to the Ship-ſides: And by this they guide the Helme, but not with ſo much eaſe, as the other way: Now either of theſe is called a Yoake to ſteer by.

THE END.

The Poſtſcript.

My Anchor is away.

THe wind is Room, let fall your Fore-ſail, heave out Fore-top-ſail, heave out Main-top-ſail, hoyſe up Fore-top-ſail, hoyſe up Main-top-ſail, looſe Sprit-ſail, heave out Miſſen-top-ſail, ſquare your Sprit-ſail, a brave gale, let us have her in all her Canvaſs, heave out Sprit-ſail, Top-ſail, Fore-top-gallant ſail, Main-top-gallant-ſail, hoyſe up yout ſmall-ſails, hawle aft your Fore-ſheats, I keep my Main-ſail furled, becauſe I hold if your Fore-ſail and Fore-top-ſail be good ſails, that the ſhip maketh better way now, than if her Main-ſail were down, which would becalm her Fore-ſail, and Fore-top-ſail, and the ſhip ſteereth beſt with her Head-ſails. I have of purpoſe omitted the cleering each ſeveral Rope, now at my ſetting ſail, only you muſt imagine, that the Sheats are all haled home, and the yards hoyſed up, and then you have her complete, under ſail right afore.

A Freſh-Gale.

THe wind bloweth freſh, hale down your Fore-top-gallant-ſail, hale down Main-top-gallant-ſail, in Sprit-ſail-top-ſail, let go Sprit-ſail-top-ſail, Sheats, hale home his Clew-lines, in Fore-top-gallant-ſail, in Main-top-gallant-ſail, in Miſſen-top-ſail, let go Top-gallant-ſheats, caſt off Top-gallant bow-lines, hale home Top-

gallant sheats, cast off Top-gallant Bowlings, hale home Top-gallant Clew-lines, the Missen Top-sail is in, and so is all the rest of the small sails.

A Scant Wind.

THe wind Scanteth, veer out some of the weather Sheat of the Fore-sail, let go your weather-braces, top your Sprit-sail, loose Main-sail, the wind veereth forward) get too your Fore-tack, cast off your weather-sheat, let go your weather-brase, veere out some of the Lee-sheat, let fall Main-sail, get too Main-tack, cast off Main-brase, and Main-top-sail, hale aft Main-sheat, the wind is sharp, in Sprit-sail, square Sprit-sail-yard, let go Sprit-sail Sheats, hale up Sprit-sail Clew-lines, get Main-bowline, in Block, hale forward Main-bowling, hale Main-top-sail Bowling, hale tought, Fore-bowling, and Fore-top-sail Bowling, hale aft Main-sheat, hale abroad Missen, set your Lee-brases, and keep her as neer as she will lie; here you have all your sails, trim'd sharp, or by a wind.

A Stiff Gale.

THe wind blows Frisking settle down your Fore-top-sail, settle Main-top-sail, (much wind) hale down Fore-top-sail, hale down Main-top-sail.

A Hard Gale.

IT bloweth hard take in our Top-sails, let go your Lee-brases, and cast off your Bowlings, brase your Weather-Brases, and foil your Sails, let go Top-sail Sheats, hale home Top-sail Clew-lines, the Sails are furled square your Top-sail yards; here have you the ship brought into her courses of low-sails.

A Storm.

IT bloweth extreme, and like to over-blow, see that your Main-Halliards be cleer, make all your geer, cleer to lower the Main-yard, hale down the Missen, cast off Top-sail Sheats, Clew-garnets,

garnets, Buntlines, Leechlines, Lifts, and all your other geer, (and Lower) bring the yard down, hale to the Capſtain, the yard is down, get the Sail together, and Furle it ſure, make faſt the yard for Traverſing.

A grown Sea.

THe Sea is much grown, we make foul weather, look our Guns be all faſt, it is better Spooming, put the Helm a weather, and mind what is ſaid, right your Helm, let riſe Fore-tack, ſettle our Fore-yard, the Fore-ſail giveth way, (lower a Main) hale the Sail into the ſhip and looſe it from the Yard, get too the Fore-Bonnet, make all cleer, and hoyſe the Fore-yard; here have you the ſhip brought from all the Canvaſs to a Fore-bonnet, ſpooming before the Sea.

A fierce Storm.

STerboord, Hard up, Right, Port hard, more hands (he cannot put up the Helm) the Sea breaks dangerous, have a care what is ſaid, and ſtand ſtoutly to the Helm, ſhall we get down our Top-maſts, no let all ſtand, the ſhip is the wholſommer, and hath better way through the Sea, for their being a-loft, (if you have Sea-room, it is never good to ſtrike your Top-maſts either under the Sea or before;) thus much for handling the ſhip By and Large, in Fair-weather and Foul, now a word or two of turning to Wind-ward.

To turn to Windward.

MY Courſe is N. and the Wind is at N. E. get your Star-boord-Tacks aboord, caſt off your Weather-Braſes, braſe upon your Lee-Braſes, and hale forward by your weather Bowlings, hale tought all your weather Bowlings, and ſet in your Lee-Braſes, hale abroad Miſſen, and keep her full, and By, as neer as ſhe will Lie, *How wind you?* N. N. W. aquade wind (no Neer) hard no neer, the wind veereth forward, we ſhall have a weſterly wind,

How wind you, W. N. W. hard no Neer, *How wind you*, S. W. (make ready to go about) we ſhall lie our Courſe the other way (*Ready Ready*) no Neer, give the ſhip way that ſhe may Stay, (a Lee the Helm) veere out Fore-ſheat, coſt off Lee-Braces of your Fore-ſail, and fore-top-ſail, brace upon the weather-braces, (the Fore-ſail is a back-Stayes) hale about Main-ſail, let raiſe Main-Tack, caſt off your Larboord-Braces, let go Main Bowling, and Main-top-ſail Bowling, hale forward by Larboord, Main Bowling and Main-top-ſail, brace upon Starboord, Main-Brace and Main-top-ſail, get too Main-Tack and then hale off main-ſheat, let riſe Fore-Tack, veer out weather Sheat, get too Fore-tack, let go Fore-Bowling, and Fore-top-ſail, hale aft Lee-ſheat, hale tought Main-Bowling and Main-top-ſail, hale tought Fore-Bowling and Fore-top-ſail, ſet in Lee-Braces, Fore and aft, and the Miſſen ſhifted, keep her as neer as ſhe will Lie, no Neer, *How wind you*, N. and a weather, no no Neer, keep her full, the wind is at weſt, keep her as neer as ſhe will Lie. *How wind you*, N. N. W. no Neer, veer out ſome of the Main-ſheat, and eaſe your Lee-Braces, keep your Courſe, (the wind is abroad) veer out ſome more of your Main-ſheat, let go your Bowlings, and Lee-braces, the wind is *Quartering*, let riſe your Fore-tack, hale aft the weather-ſheat abaft the Anchor Stock, brace upon your weather-braces, hale up your Miſſen and looſe Sprit-ſail, a brave gale, the wind is all aft, let riſe Main-tack, hale aft Main-ſheat, ſquare Sprit-ſail and all the reſt of our ſails; here have you the ſhip in all her Canvaſs again, Steering right before the wind as ſhe did at the firſt ſetting ſail, having been worked in all manner of weather: and with all ſorts of winds, therefore I will only proceed concerning how the Man-of-War ought to be worked, in all aſſays, and ſo will leave you the Practick to cenſure.

A Man of War.

OUr Man of War is completely Rigged, and fitted with all manner of materials, a choice Crew of Sea-men aboord, and now lieth at *Hull* in a good Latitude, daily expected that a fair Fortune will appear within her Horizon, the day breaks, bravely

(up

(up youths into the Tops and look abroad now at Sun-riſing) look to the Weſtward, if there be no plyers that are Nipt with the Eaſterly wind, (*A Sail, A Sail*) fair by us (how ſtands ſhe) it is one that is plying to wind-ward, ſhe ſtands with her Larboord-tacks aboord, O then ſhe lies, to the South-ward with the Stream a brave Chaſe) we ſee her here upon the Decks, ſet her by the Compaſs (how bears ſhe) due S. W. a good man to the Helm, let fall Fore-ſail, get Larboord-tacks a-boord, down Main-ſail, heave out Fore-top-ſail, heave out Main-top-ſail, hoyſe up Fore-top-ſail, hoyſe up Main-top-ſail, let fall Sprit-ſail, out Main-top-gallant-ſail, out Fore-top-gallant-ſail, out Main-top-gallant-ſail, hoyſe up our ſmall ſails, hoyſe up your Miſſen, heave out our Miſſen-top-ſail, have a care of your hand at the Helm, (keep her thus) well Steer'd, the ſhip makes brave way through the Sea, and we raiſe her apace, if ſhe keep her Courſe we ſhall be up with her within two glaſſes, (Starboord) keep the chaſe open with the leeth of the Fore-ſail, well (Steered) keep her thus, come aft all hands, the ſhip will ſail better by a Top-ſail, for ſhe is too much by the head, ſit all ſtill that the ſhip may run true through the Sea, it is a great ſhip (no force) ſhe hath the bigger hold, and carries more goods, (Port) the Chaſe is about (Port hard) let riſe Main-tack, let riſe Fore-tack, brace upon your Larboord-braces, get too Starboord Main-tack, and Starboord Fore-tack, caſt off all your Starboord-braces, (ſteaddy) right your Helm (well ſteer'd) the Chaſe clings up cloſe to the wind, keep her open under our Lee, Gunner ſee that all our Guns be cleer, and that nothing peſter our Decks, for we ſhall be ſtraight up with her (Starbood) the Chaſe payes away, more room (Starboord) veere out ſome the of Main-ſheat, and Fore-ſheat, caſt off all your Larboord-braces, (ſteddy, ſteddy,) keep her thus, well ſteered, the Chaſe ſtands room, her Sails are trim'd before the wind, (Starboord hard) let riſe Main-tack, let riſe Fore-tack, hale aft Main-ſheats, hale aft Fore-ſheats, we have a Stern-chaſe, hale up one Main-ſail in the Brayles, the ſhip will ſteer the better with her head-ſails, and will have quicker way through the Sea, we fetch upon her hand going, the Chaſe hales up his Main-ſail and furls it, ſhe put abroad her waſte-clothes ſhe will fight with us before the wind, (come up alow young-men) and furle our Main-ſail, Sling our

Main-yard, with the Chains in the Main-top, Sling our Fore-yard, put abroad our waſte-cloaths (is all things cleer below) leave not ſo much as a ſpun-yarn amongſt our Guns, down with all Hammocks, and Cabbins that may hinder or hurt us, Gunner have you all your Geer in a readineſs, is there ſtore of Carthrages ready fill'd, all manner of ſhot at the Main-maſt, Spunges, Ramміners, Ladles, Priming-Irons, and Priming-Horns, Lyntſtocks, Wads, and water ſufficient for the ſeveral quarters, be ſure that none of our Guns be cloy'd, and when we are in fight, ever load with Croſs-bar and Langrell, always obſerving to give fire when the word is given, ſee that there be half-Pikes and Javelings in a readineſs, and that all our Murtherers and Stockfowlers, have their Chambers fill'd with good Powder and bags of ſmall-ſhot to load them, that if we ſhould be laid aboord we may cleer Decks, we are almoſt up with our Chaſe, ſhe is full of men it is a hot ſhip, but ſhe is deep and very foul (come cheerly my hearts) it is a Prize worth fighting for, the chaſe takes in her ſmall Sails, up aloft youths, take in our Top-gallant-ſails, in Sprit-ſail-top-ſail, in Miſſen-top-ſail, take in our Sprit-ſail, and bring the yard alongſt-ſhips, ſhe puts abroad her colours, it is the Ragged Staff, boy up and put abroad St. *George* his colours in our main-top ſtep aft hand and put abroad our bloudy Ancient, ſhe ſettles her Top-ſails, we are within ſhot, let all our Guns be looſe in the Tackles, and the (Port) all knock open that they may run out when the word is given, up Trumpet and hail our Prize, ſhe anſwereth us again with her Trumpet, hold faſt Gunner, do not give fire untill we haile him with our voices (Fort) edge towards him, he fires his broad ſide upon us (what cheer my Mates, is all well betwixt Decks, yea, yea) only we are rackt through and through (no force it is his turn next, but give not fire at any rate, untill we are within Piſtoll ſhot. (Port) edge towards him, he plyes his ſmall ſhot, hold faſt Gunner (Port) fight your Helm, we are cloſe aboord (Starboord) give fire Gunner, anſwer him in his own Language, he gauls us with his ſmall ſhot, Gunner clap in ſome caſe-ſhot into thoſe Guns which you are now loading, we are ſhot a-head, he lies broad to the South-ward, that he may fire his other broad-ſide upon us, (Starboord hard) get too Larboord Fore-tack, trim your Top-ſails, run out our Larboord

Guns

Guns, he fires his Starboord broad-ſide upon us, and pours in his ſmall ſhot (Starboord) give not fire untill they fall off, that the Prize may receive our whole broad-ſide (Steddy a port) give fire Gunner, his main-top-maſt is by the boord, and our laſt broad ſide hath done great execution (cheerly my Mates, the day will be ours) he is ſhot a-head, and bears up before the wind to ſtop his Leaks, (keep her thus) well ſteer'd, we are to the Southward of the Prize (port hard) bear up before the wind that we may give him our Starboord broad-ſide; Gunner, is there good ſtore of Caſe-ſhot in our Guns, (yea, yea,) port) edge towards him, Gunner when you give fire, bring your Gunner to bear amongſt his men upon the Decks that they may ſhare our Caſe-ſhot, (well ſteer'd) we are cloſe aboord, give fire (Starbood) well done Mr. Gunner, they lie heads and points aboord the Chaſe, we are ſhot a-head, he ſtrikes his Fore-top-ſail, he would fall a-ſtern, he hath his belly full, but we muſt not leave him thus, aluffs into the wind, he braſes his Fore-ſail and Fore-top-ſail a-back-ſtayes, (port hard) get too Starboord Main-tack and Starboord Fore-tack, (aluff) hale forward Main-Bowling, and Main-top-ſail Bowling, (aluff, aluff,) well ſteer'd (no neer) come ready, ready, that we may go about, we ſhall fetch her again upon this boord, a Lee the Helm, the Fore-ſail is a Back-ſtayes, let riſe Main-tack, let go Main-Bowling and Main-top-ſail Bowling, hale about Main-ſail, get too Main-tack, and Fore-tack, hale aft your Main-ſheat and and Fore-ſheat, trim your Top-ſails (no neer) hard no neer, the ſhip will ſtay, flat in your Fore-ſail ſhe falleth off again (thus) (war) (no more) (aluff) the Prize puts abroad a white Flag of Truce, (aluff) we will weather him, and then keep him under our Lee, he hails us with his voices, mind what he ſayes, (Quarter for our lives, and we yield the Ship and Goods) good Quarter is granted (provided) that you forth-with take in all your Sails and furle them, untill we come aboord with our ſhallop, if you unlooſe a knot of Sail, expect our broad-ſide and no Quarter. Thus leaving the Man of War, to enter his Prize, I will likewiſe leave you thus much of the practick part of Navigation, to all your Judicious cenſures, by which you may perceive that I have turned and worked the

ſhip

FINIS.